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A modern building is a living organism. It must breathe for its occupants, and ventilation or air conditioning systems are its lungs. How it breathes; the number of air changes, the amount of heating or cooling and humidity of the air depends on many factors; its function, number of occupants, aspect and seasonal changes. These must be calculated, and plant, fans, ducting and outlets designed at an early stage. Then, as the building grows, the installation proceeds, at the pre-arranged pace.

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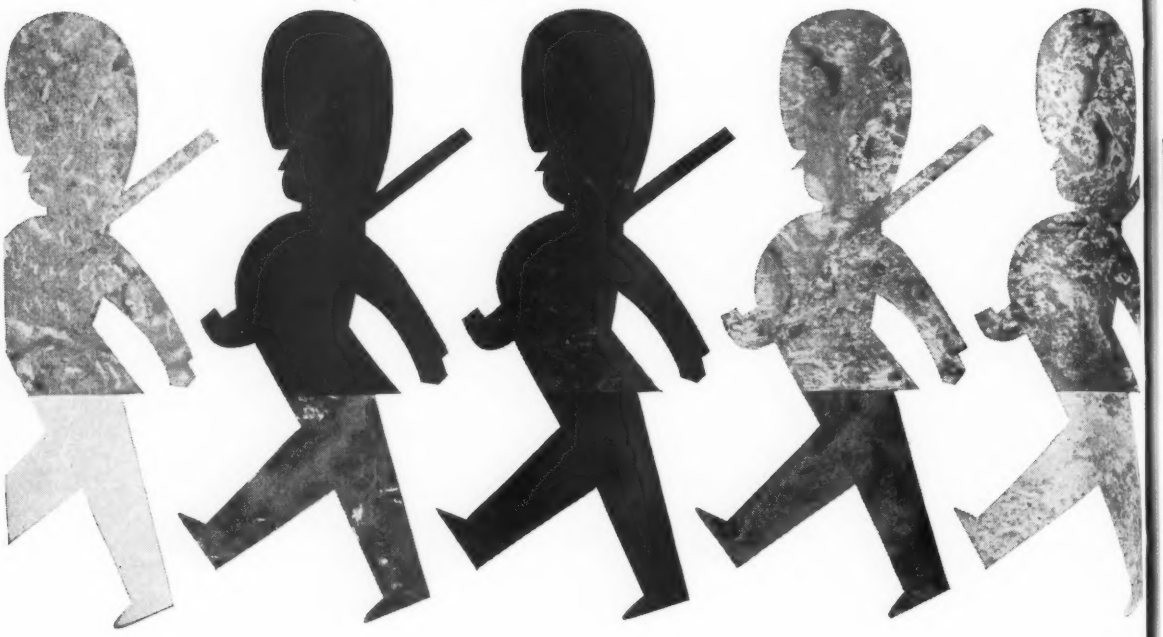

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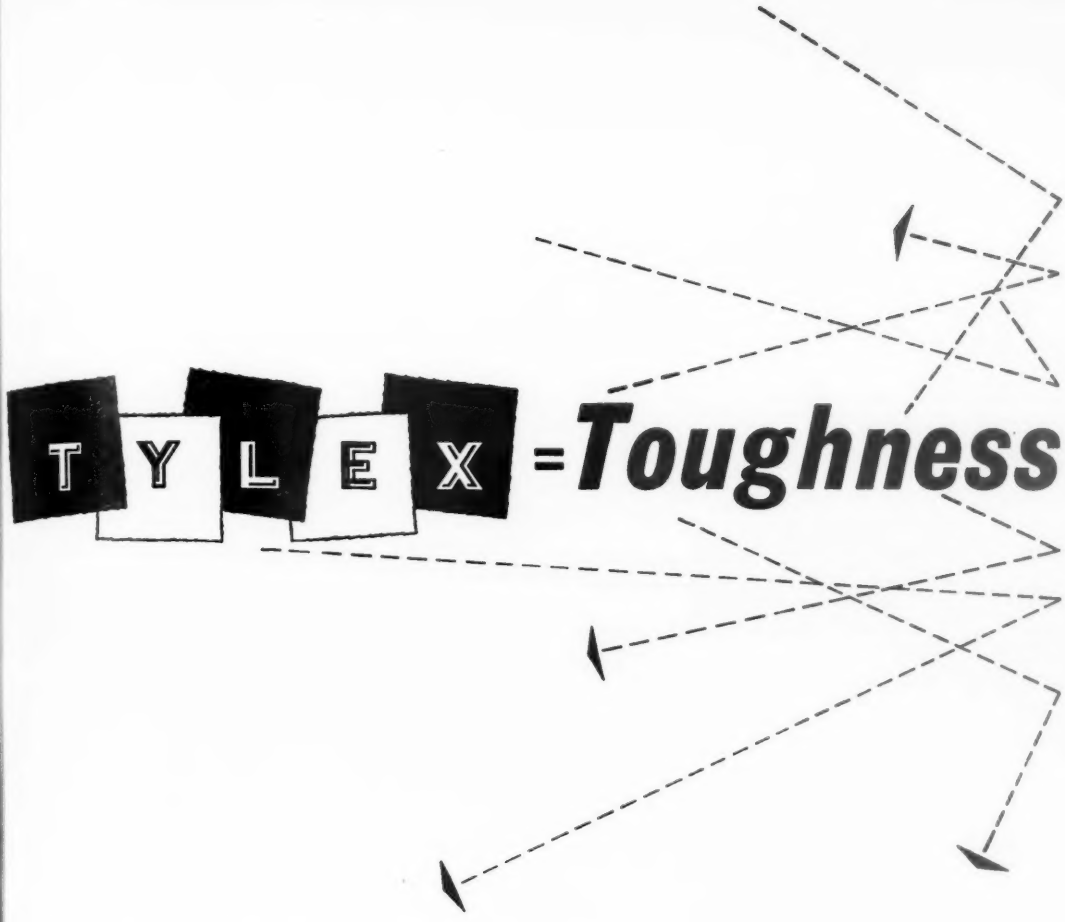

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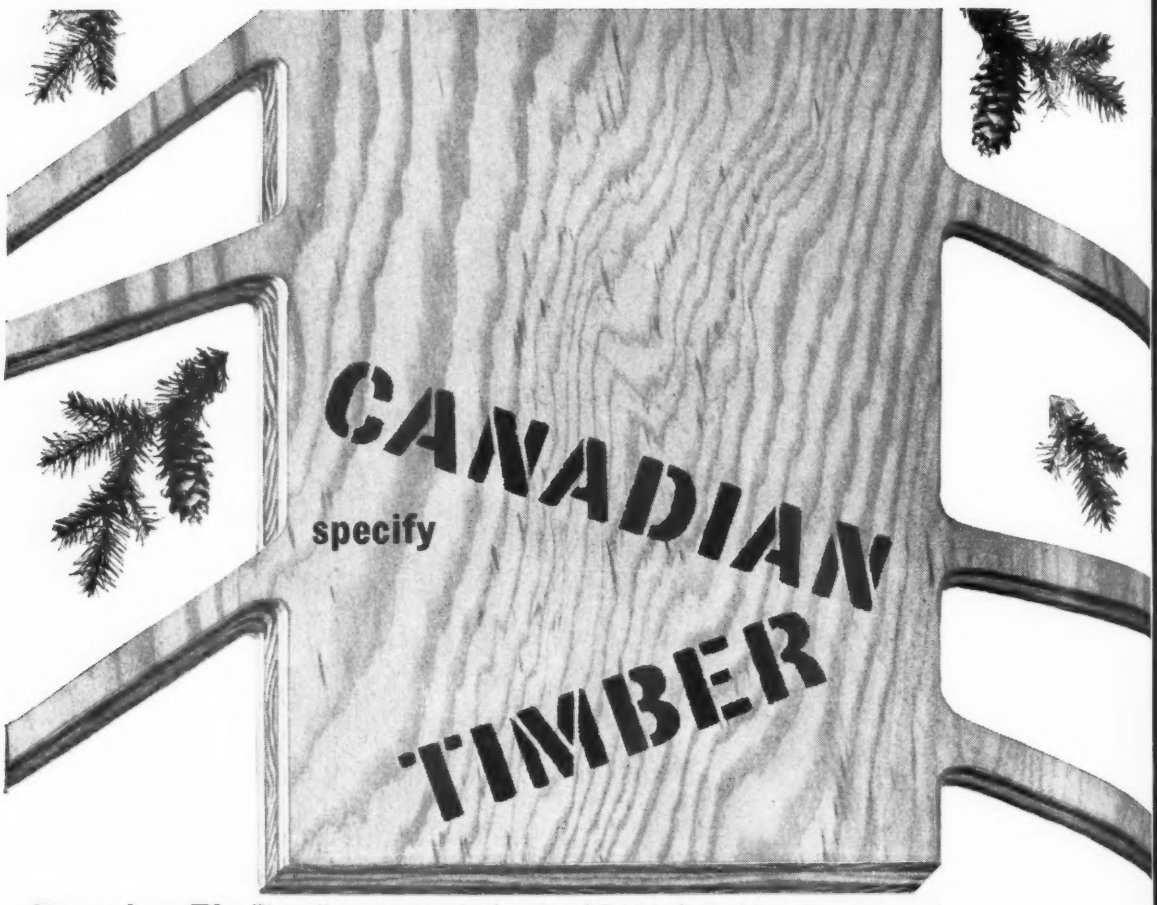

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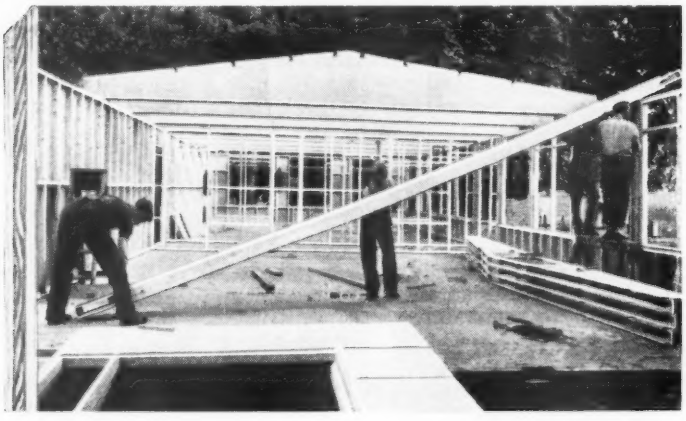
The tallest giant in the forests of British Columbia is the source of one of the world's finest plywoods. Bonded with a waterproof phenolic resin, Canadian Douglas Fir Plywood has an exceptionally high strength/weight ratio. It is recommended for concrete shuttering, crating and case-making, wall and roof sheathing, flooring and hoarding, pre-fab building, shipbuilding and numerous similar applications. The wood is available in standard 8′ x 4′ panels, and is graded to approved standards. *For further information* contact: The Commercial Secretary (Timber), Canada House, London SW1.



Birth of a new school: using prefabricated Douglas Fir plywood structural components

The fully automatic oil-fired boiler for the smaller house

SMITHS

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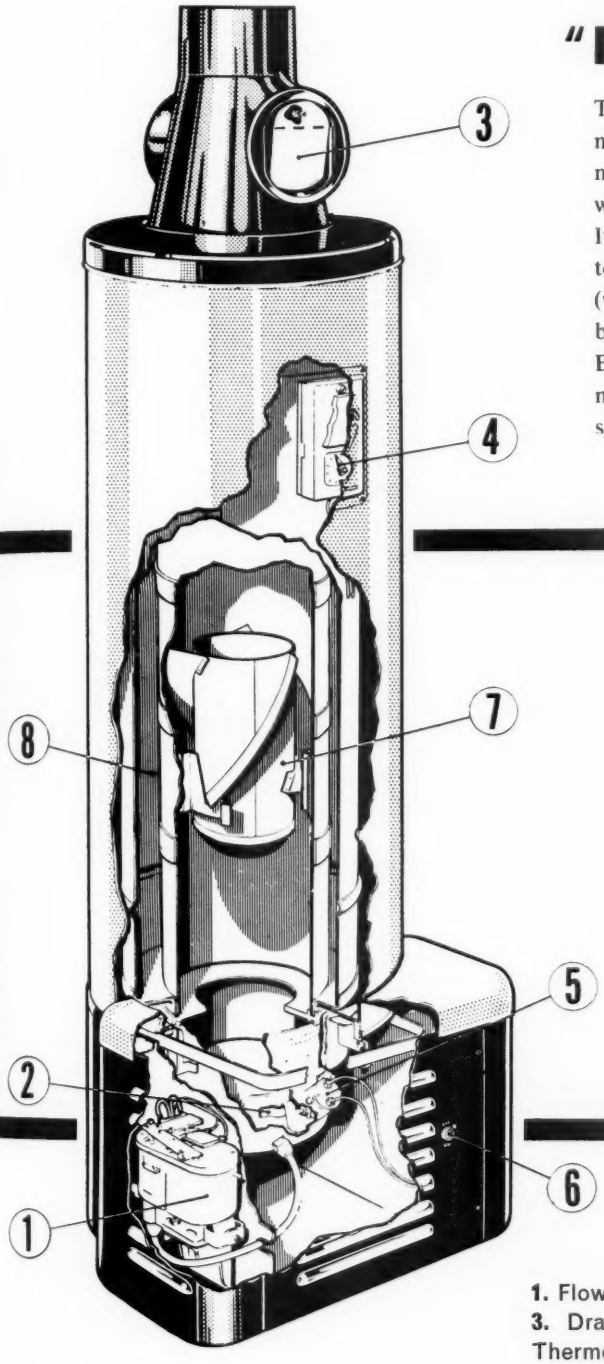
This excellently designed boiler (at the very moderate retail price of £75) brings fully automatic background heating and domestic hot water within reach of the small-home owner. It has a high thermal efficiency, is economical to run, needs servicing only once a year, and (where it will aid economy) can be controlled by a time-switch.

Extensively tested before being put on the market, this boiler has given most satisfactory service in homes all over the country.



SUMMARY OF TECHNICAL DATA

The natural-draught vaporizing burner is fitted with electric ignition, and operates high-fire and off. 200-250 volts AC only.

Nominal output is 30,000 B.Th.U/hr, feeding radiators totalling 160 sq. ft surface area, or 110 sq. ft radiators combined with hot-water supply.

Recommended cylinder capacity 25 to 40 gallons.

Measurements: 56⅜" high x 20¾" wide x 18¼" deep.

Weight: 93 lbs.

Flue draught required: .06 w.g.

Fuel: regular grade kerosene.

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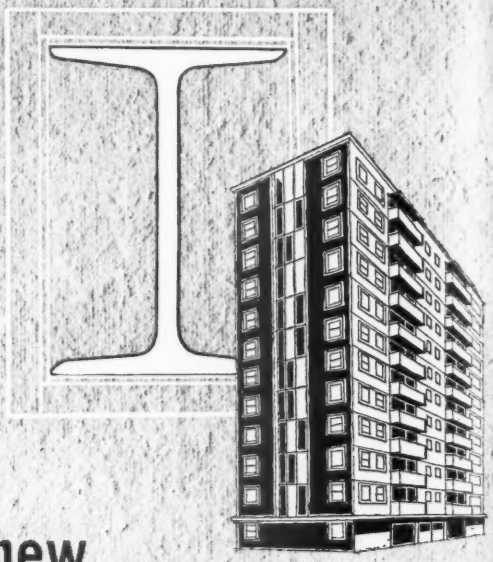
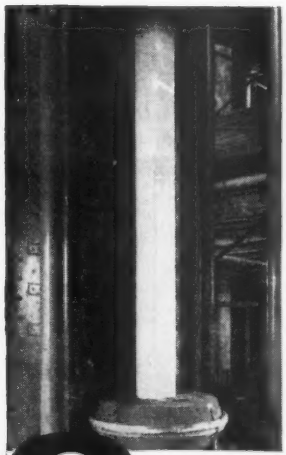
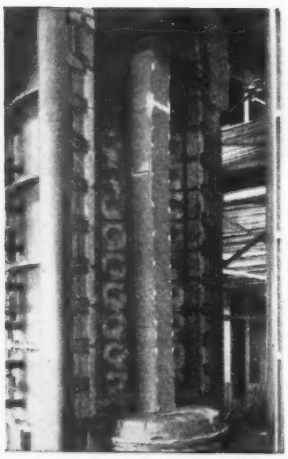


Asbestolux...

and the new low-cost column casing system





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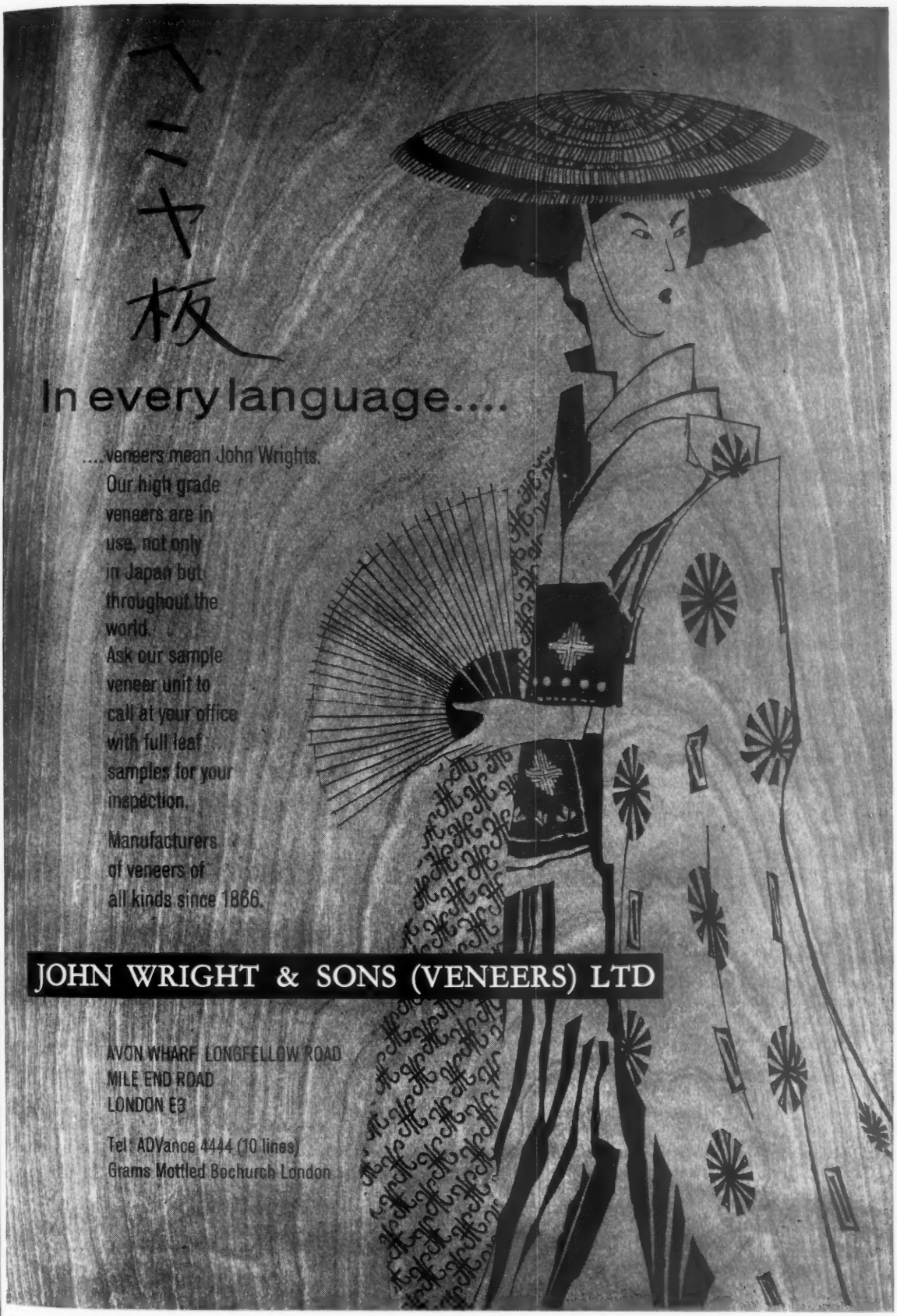
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VACANT SITE TO FULL PRODUCTION IN 17 MONTHS

The £700,000 Hoddesdon project is another example of how Cubitts' go-ahead construction approach is helping industry.

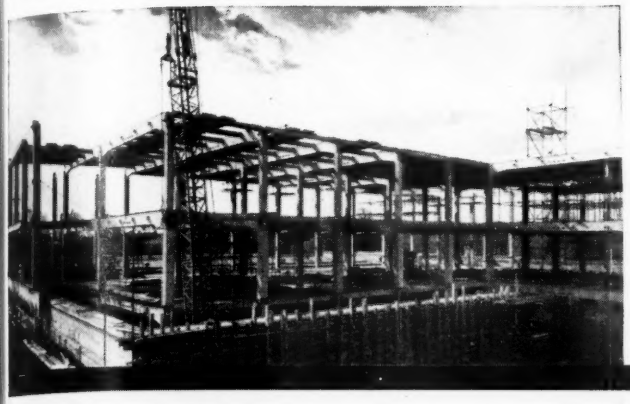
Merck, Sharp and Dohme, pharmaceutical manufacturers needed their new laboratory building as quickly as possible. So they and their architects, Edward D. Mills & Partners, F/ARIBA, nominated Cubitts for the project.

It was decided to use prestressed and precast reinforced concrete construction. This method advanced progress by many weeks, cutting out the time needed for on-site concrete work, and offsetting shortage of suitable labour around Hoddesdon. Time and cost were saved, too, by planning to optimum usage of plant for the size of concrete units employed.

To ease their client's output problem even more quickly, Cubitts arranged to complete first the middle portion of the new building, which contained the main mechanical services. By installing the service risers in one vertical duct, floor levels were served and put into use as general construction work finished on each.

Only 11 months after delivery of the first precast columns the new building was producing for Cubitts' client, and six months later the take-over was complete. Through early collaboration with client and architect, Cubitts were able to complete the plant much sooner than with orthodox construction methods.

Another reason was Cubitts' co-ordinated construction service which brought in their associates Engineering Services Installations Ltd. for mechanical services and plant erection, Concrete Development Co. Ltd. for the concrete frame, and their own Joinery and Painting Departments for specialist work.



Another Cubitts' client is on the way up!
Precast main beams and 65 ft. long reinforced concrete columns were made by Concrete Development Co. A member of Cubitts organisation, they collaborated closely with the Consulting Engineers J. C. Hughes & Partners.

The new Merck, Sharp and Dohme laboratory building at Hoddesdon incorporates the latest air conditioning, sterilising and refrigeration plant, 67 feet high. The building covers a total floor area of about 75,000 square feet on a ½ acre site that provides for future expansion.

Mr. T. W. Rayner, Managing Director of Merck, Sharp and Dohme, says: "I can fully endorse the value of collaboration from the planning stage between client, architect and contractor. Knowing the difficulties involved in planning and constructing our Hoddesdon plant, I am fully satisfied with the results: not only did we go into full production within 17 months, but construction costs were kept strictly within the original estimate."

Mr. R. D. McLeod, Director of Cubitts, says: "We like to have the opportunity of participating in the planning of our clients' projects. Fast construction at economic cost follows from the application of specialist services and practical experience available within our organisation. Applied at Hoddesdon, this was a major factor in the successful completion of the project."

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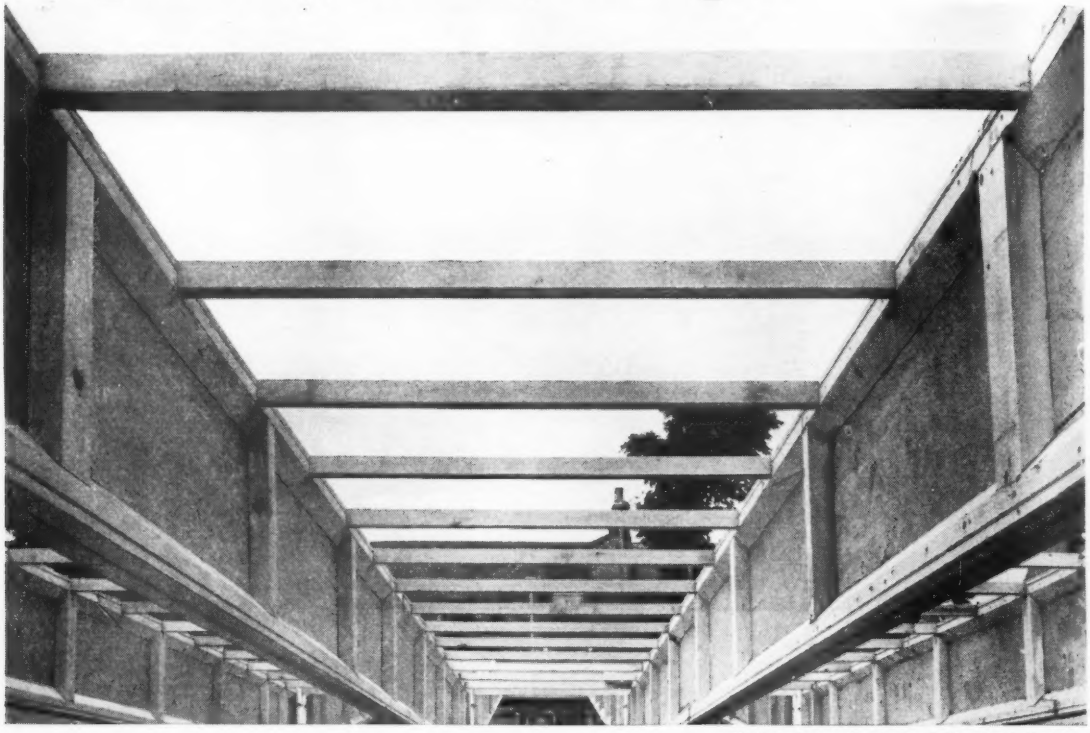
How to get a better roof with Tecton Beams— quicker, easier, cheaper



Hackney Occupation Centre, Ickburgh Rd, Hackney
Architect: Hubert Bennett, F.R.I.B.A. Architect to the Council, County Hall, S.E.1.
Contractors: Harrison and Spooner Ltd., Bristol House, 23 Holborn Viaduct, E.C.1.

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RIBA 3

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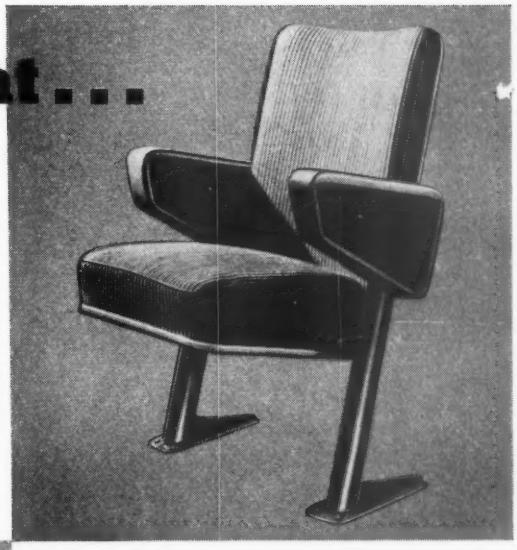

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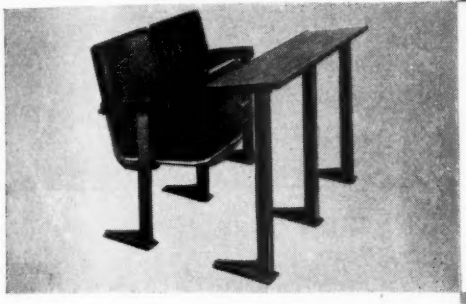
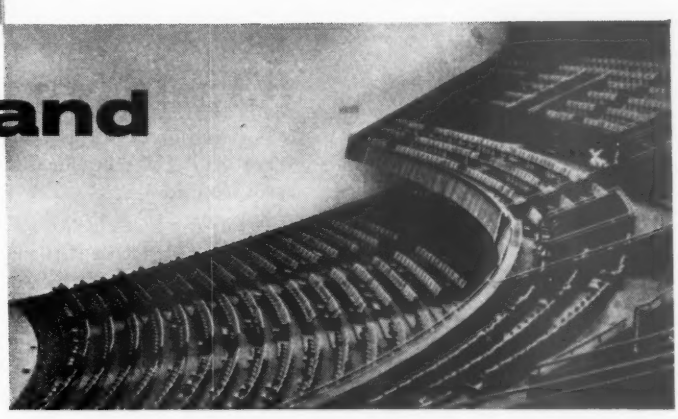


or two

or a thousand



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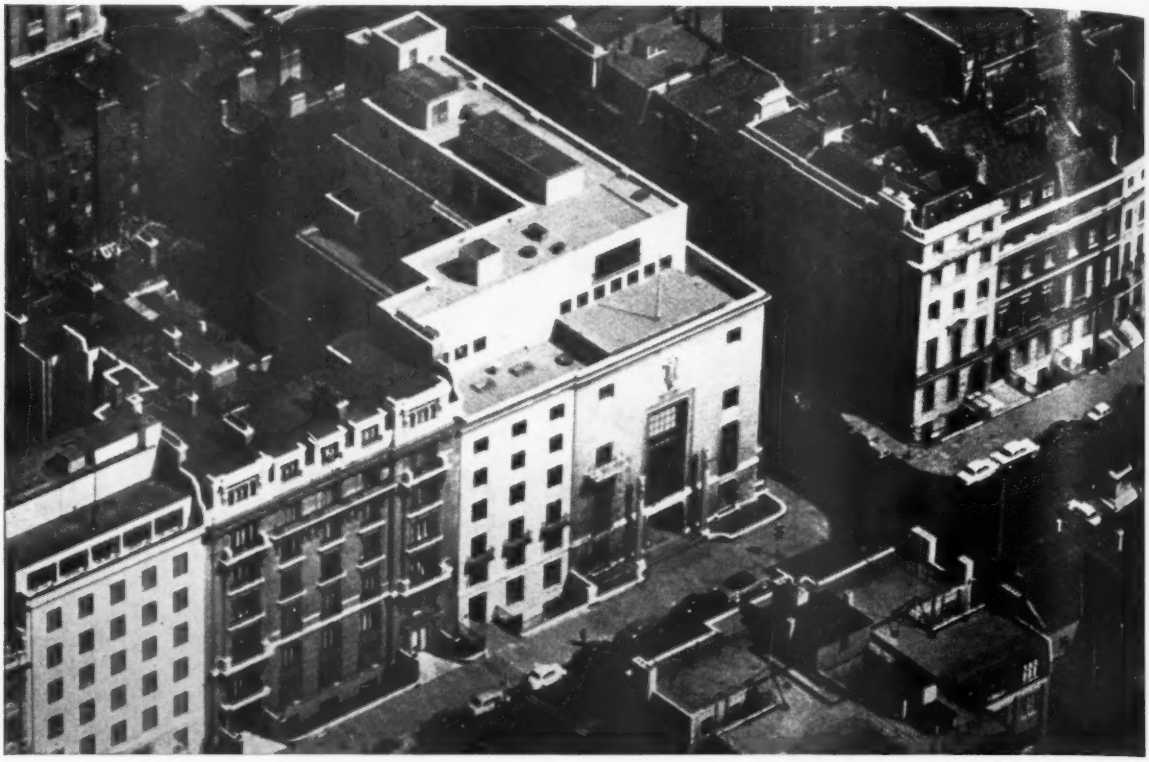

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When the R.I.B.A. headquarters were extended in 1958, PAROPA roofing was again specified.

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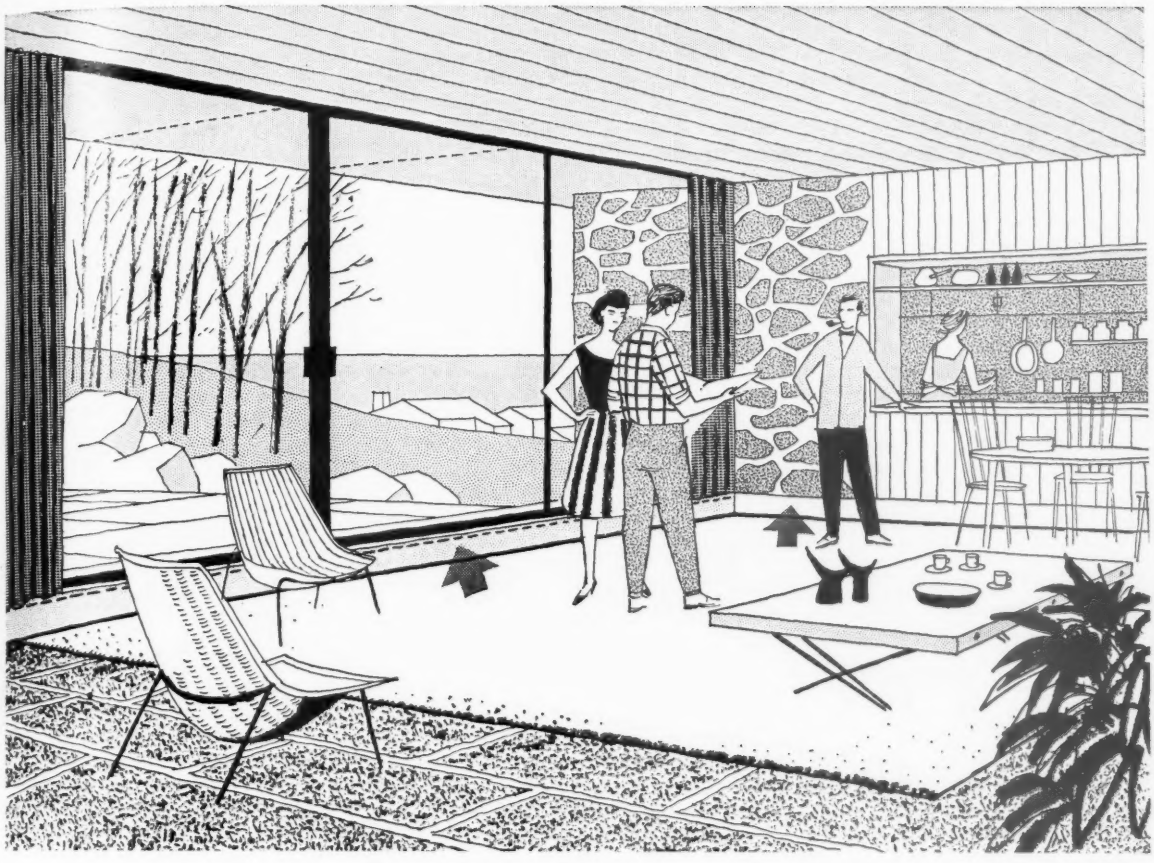
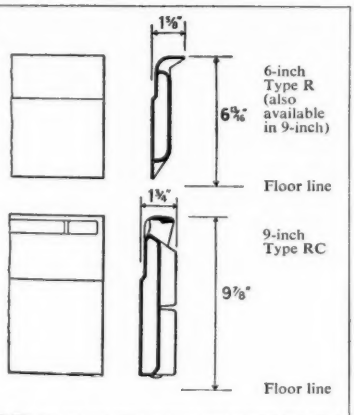
Where heat loss is high





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EVEN in the case of a private house, where normally the cubic space to be heated is in relatively small units, the existence of a large window area in any of these units will appreciably increase the amount of heat required to maintain a steady, equable temperature.

Fortunately this loss of heat can now be countered very efficiently, and very much more simply than might be imagined, by the installation of Crane Skirting Heating. This system of heating, which is more and more widely recognized by the architect and heating engineer as the answer to heating problems in general, owing to its unobtrusiveness and even distribution of warmth, is particularly suitable to this problem.

Crane Skirting Heating takes the form of heating panels which 'stand-in' for normal skirting boards. The Type RC (radiant-convector) panel is nominally 9 inches high and is used in this instance directly beneath the window to offset the heat loss (see arrow). Type R (radiant) panels are in two sizes—6-inch and 9-inch (the latter marked with arrow). All panels are in 2-ft and 1-ft lengths and are made of cast iron, which gives them considerable resistance to accidental damage. The operations of calculating heat requirements and designing the pipework are in principle no different from those for conventional radiator heating systems.

Whenever the architect needs greater freedom of expression than conventional heating systems allow him, and at the same time has to pay due consideration to costs, the answer is, undoubtedly,

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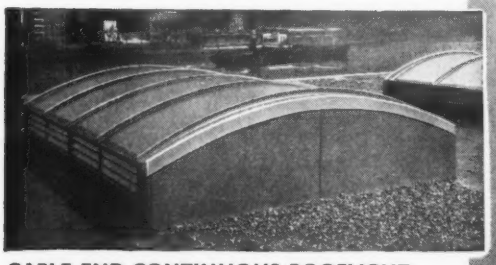
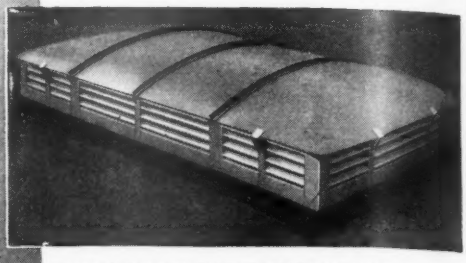


GABLE END CONTINUOUS ROOFLIGHT VENTILATORS.

In extended lengths from 4′ 0″ and nominal widths of 3′ 0″ to 7′ 0″ in multiples of 6″. With internal controllable shutters for long arm or remote control operation.



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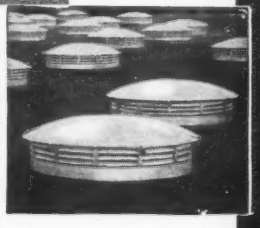

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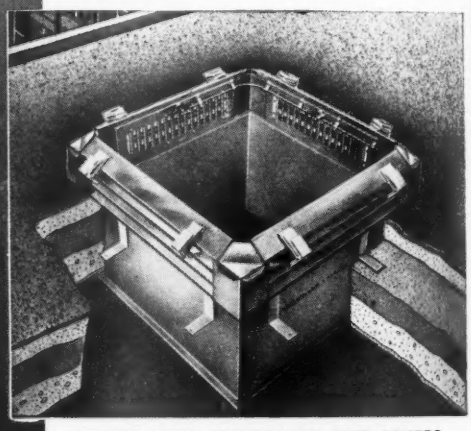

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For building into roof structures. To suit all sizes of circular and rectangular domes. These units obviate the need for prepared curbs, special shuttering and rendering of roof openings, giving improved light value. Unventilated linings are also available.

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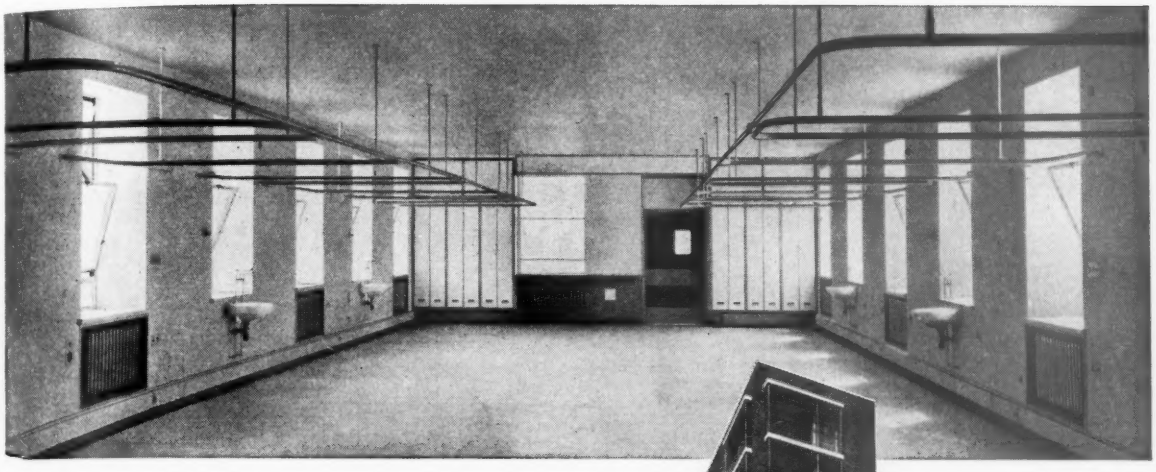

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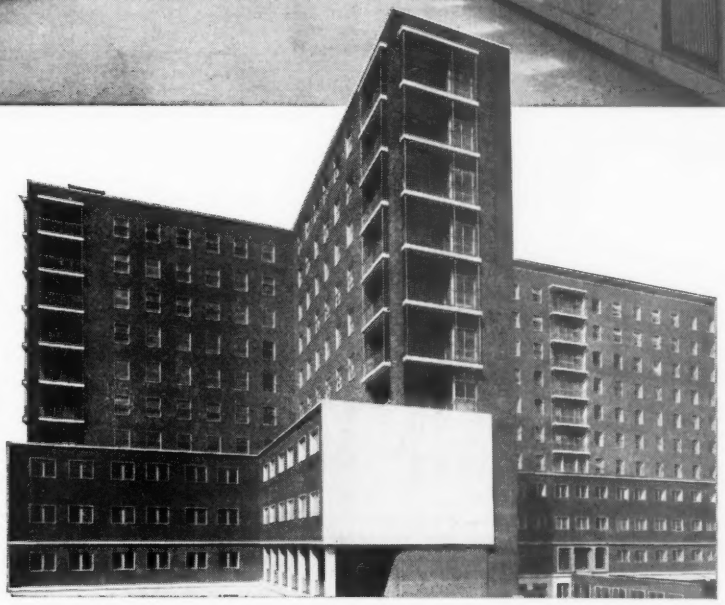

The large new surgical block at Guy's Hospital, London, incorporates the most advanced and trustworthy equipment in the widely varying fields of medicine and building. It is natural, therefore, that IDEAL Neo-Hospital Radiators were chosen to give the dependable heating service required in a hospital of this kind. Where there are a thousand radiators involved, reliability is imperative. The IDEAL cast-iron radiators fitted at Guy's will not suffer from corrosion and will therefore last the life of the hospital.

IDEAL cast-iron radiators

cast-iron because it's dependable

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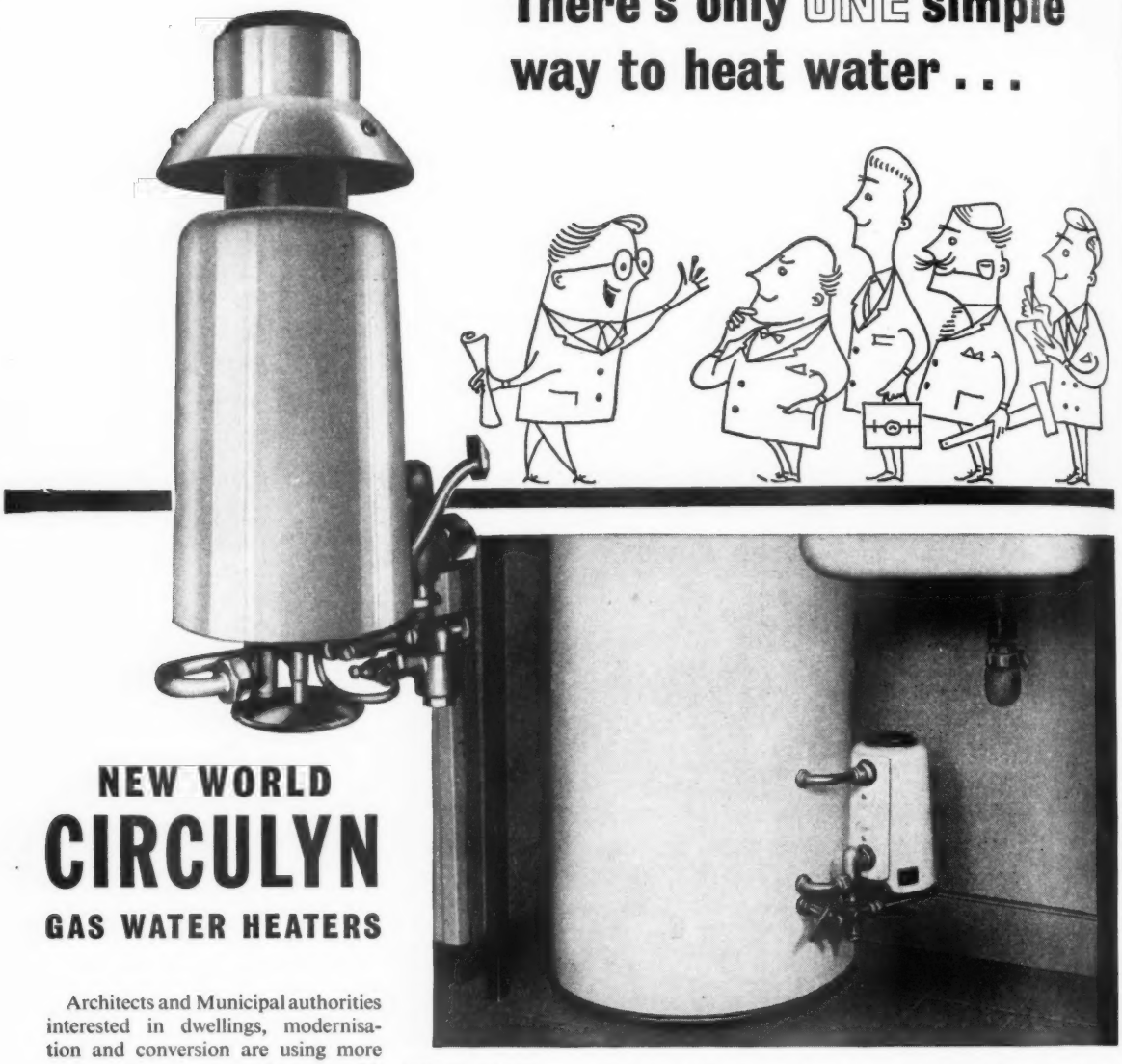
There's only ONE simple way to heat water . . .



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CIRCULYN
GAS WATER HEATERS

Architects and Municipal authorities interested in dwellings, modernisation and conversion are using more and more gas water heaters with storage systems.

As an example the **NEW WORLD** C.12LF. Circulator fitted to a 20 gallon cylinder, under the draining board or other convenient position, is normally adequate for an average household of up to four persons.

Other sized **NEW WORLD** Circulators are available when hot water requirements are in excess of that provided by the C.12LF. All are reasonably priced, economical in use and easily fitted.

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Fit NEW WORLD product of Radiation Ltd **gas water heaters and forget your problems**

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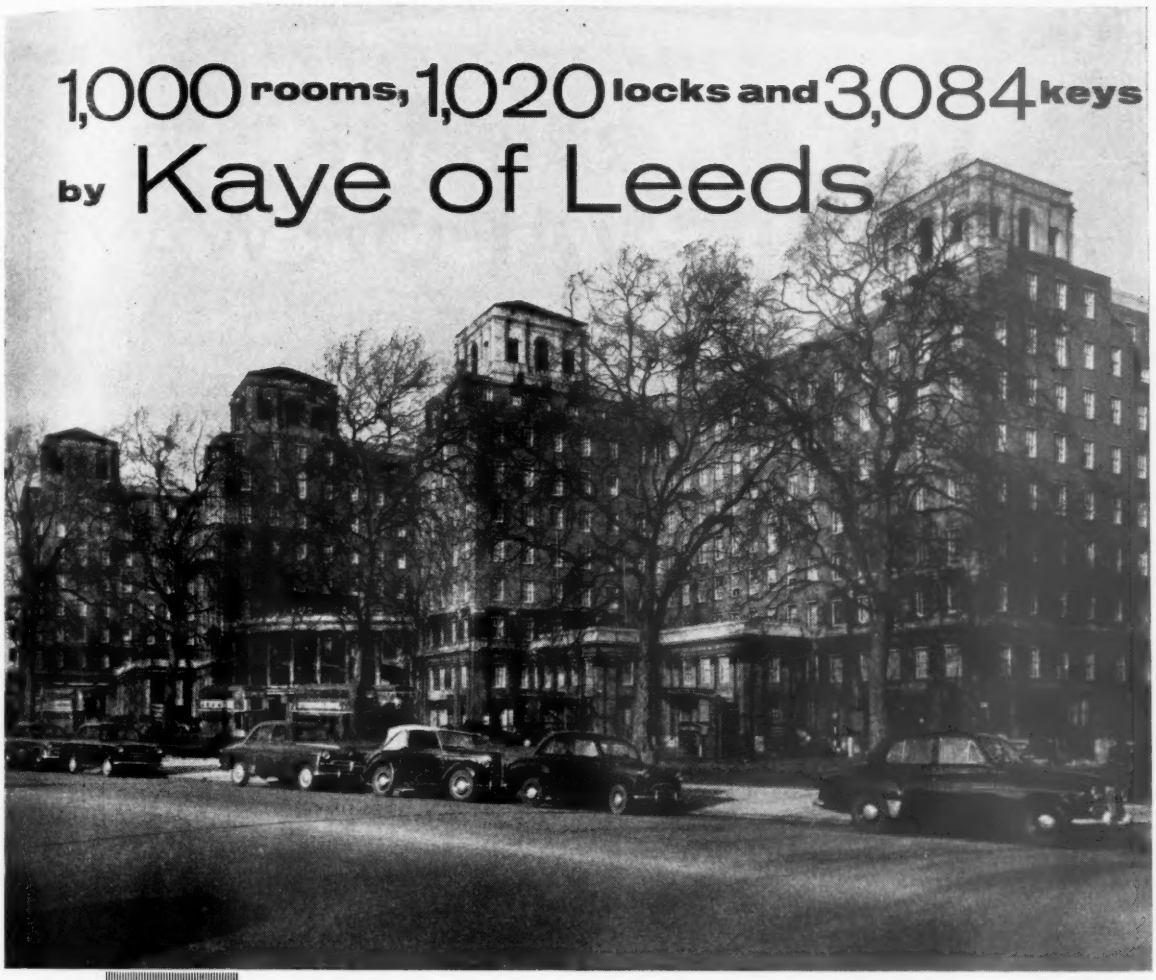
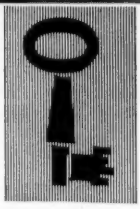
1,000 rooms, 1,020 locks and 3,084 keys by Kaye of Leeds





Grosvenor House's requirements for locks with master, sub-master and servant keys were satisfactorily fulfilled by Joseph Kaye & Sons Ltd. Specify Kaye Locks and Door Furniture for quality finish and robust traditional craftsmanship. They have nearly a century's experience behind them.

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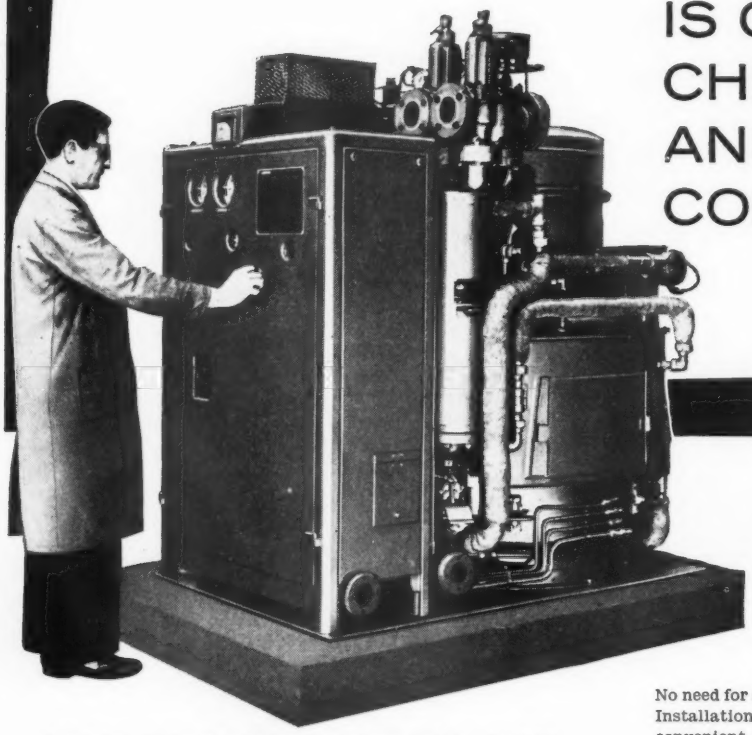
STEAM RAISING THE **STONE-VAPOR** WAY

IS QUICKER, CHEAPER, AND MORE CONVENIENT



Quicker because the unique Stone-Vapor design enables dry steam to be raised in two minutes from cold—and is suitable for continuous duty under the most arduous conditions. Cheaper because its completely automatic operation only produces steam as it is wanted, drastically cutting the quantity of fuel oil burned per shift/steam load. And because it is small and light, the Stone-Vapor boiler can be put anywhere—*even on the roof!*

No need for special boiler houses or attendants.

Installation, operation and maintenance are simple and convenient, and large quantity production now permits deliveries to meet urgent requirements.

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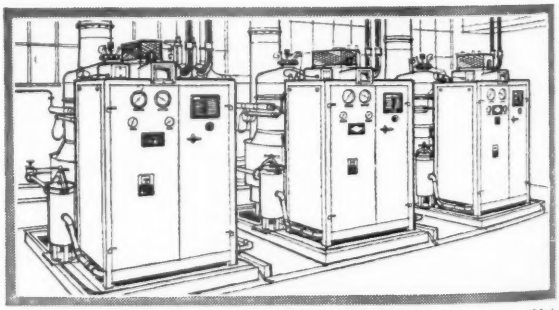

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The combustible content of LYTAG is less than ½%. It will withstand temperatures of up to 1,000° C without damage. At the same time, it provides a 'U' value well below that of ordinary concrete. For example, the 'U' value of a 6" LYTAG structural concrete element would be less than a half that of the same element in dense concrete.

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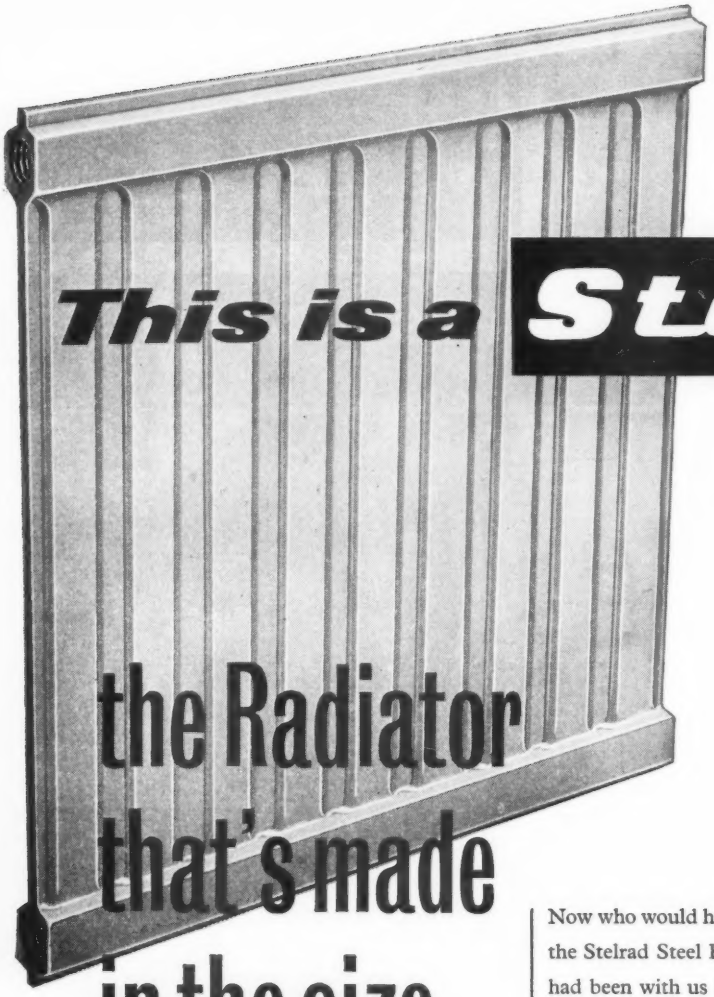

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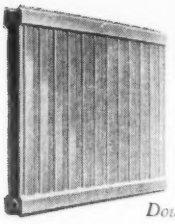
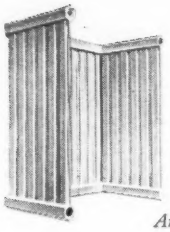
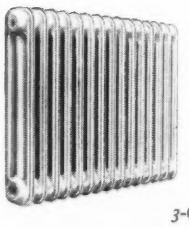
the Radiator that's made in the size you want, and in the shape your client likes



Double Wall

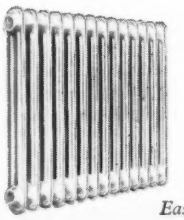


Angle-Wall



3-Column

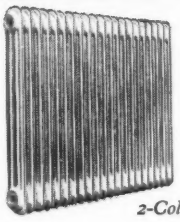
Now who would have thought the Stelrad Steel Radiator had been with us for nigh on twenty-five years? Why, you can probably remember people telling about it at the time.



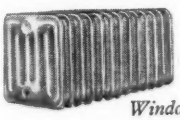
Easy Clean

Stelrad PATENTED PROCESS RADIATORS

Some were doubters, holding forth about steel and how the only Radiator to use was one that was not only heavy to handle but ungainly to behold. But where is the Stelrad today? In buildings large and small throughout the length and breadth of the land, and in a range so wide there is not a single nook a Stelrad cannot heat.



2-Column



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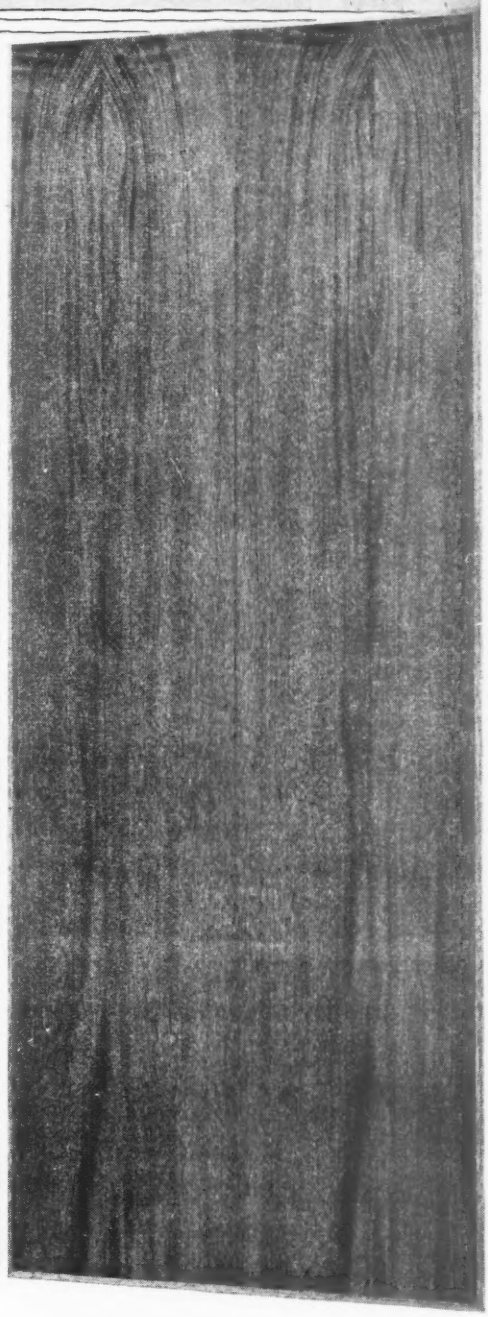

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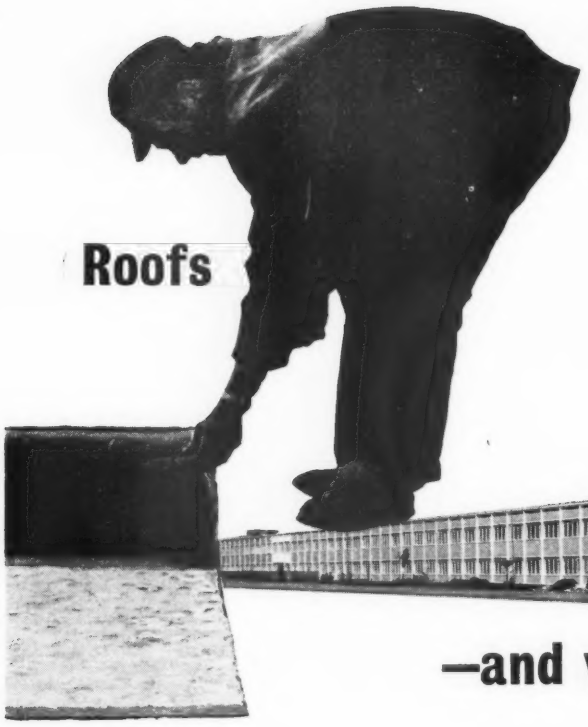
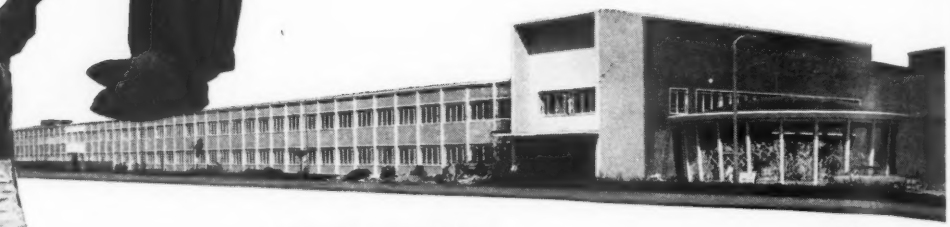


Roofs



—and walls

Architect:
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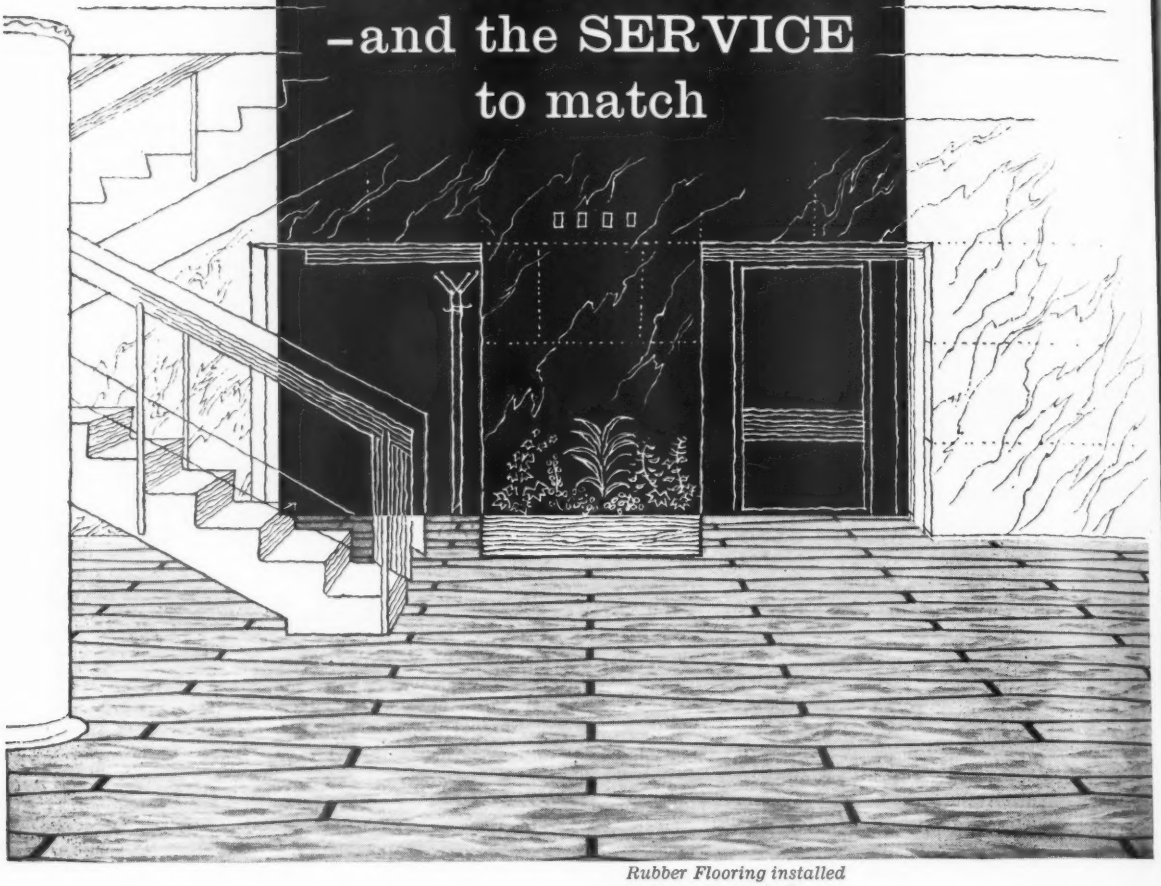
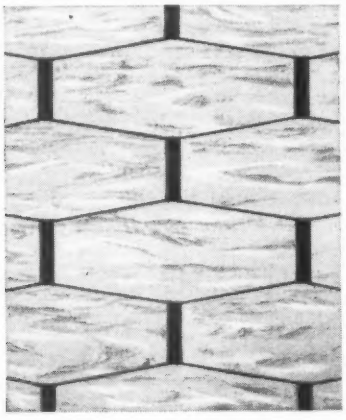


Rubber Flooring installed in the entrance hall of St. James's House, London, S.W.1



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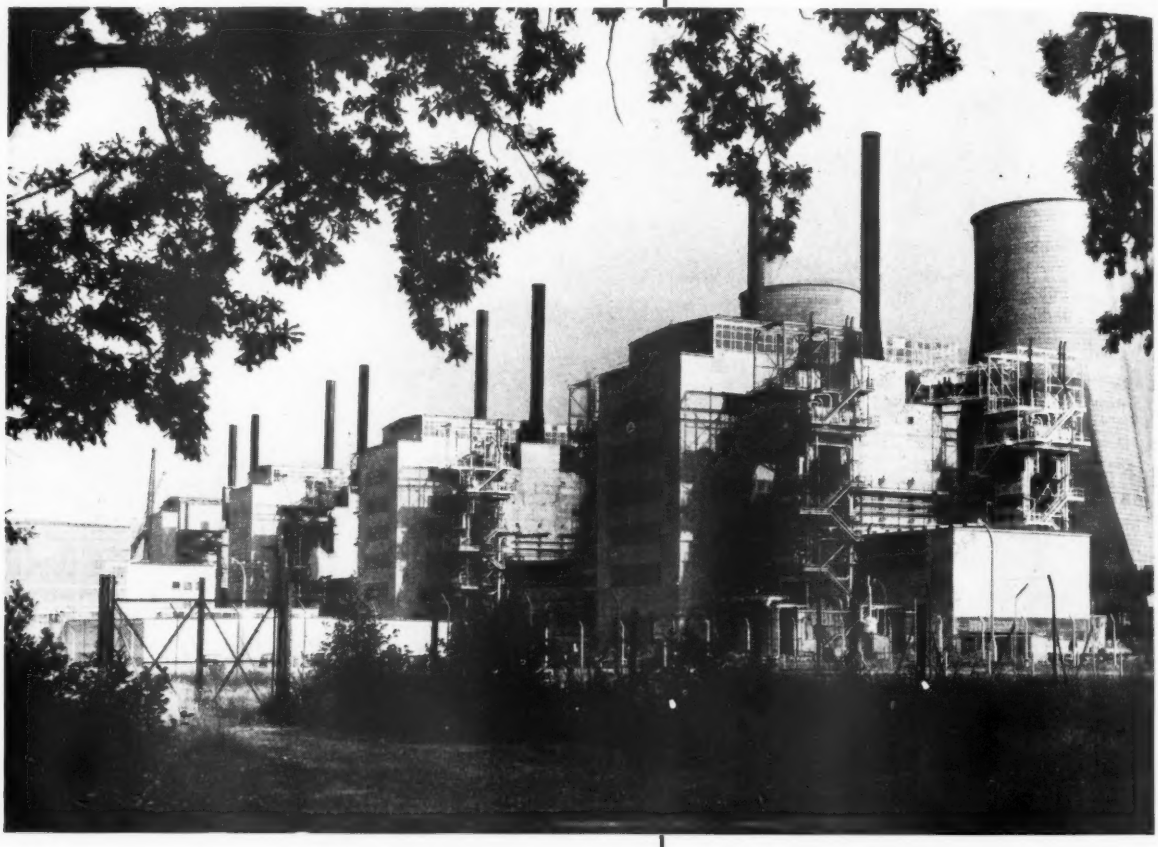

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Chapelcross Nuclear Power Station, whose four reactors are similar to those at Calder Hall, was officially opened on May 2nd 1959; the first reactor started working early in 1959 and the whole station is expected to be completed in 1960.
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"Royal Flush" Doors are guaranteed without qualification.
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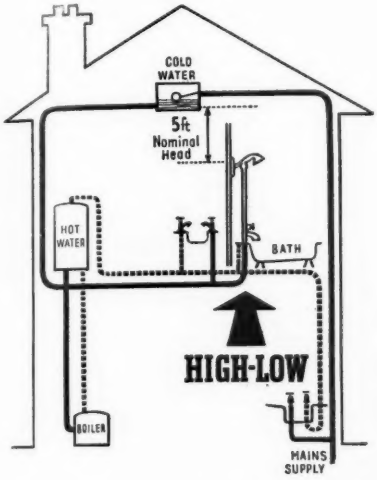
HIGH-LOW
SHOWER ATTACHMENT



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To comply with byelaws, hot and cold water must emanate from tanks.
To obtain an efficient shower the *effective* head of water should be not less than 4 feet.

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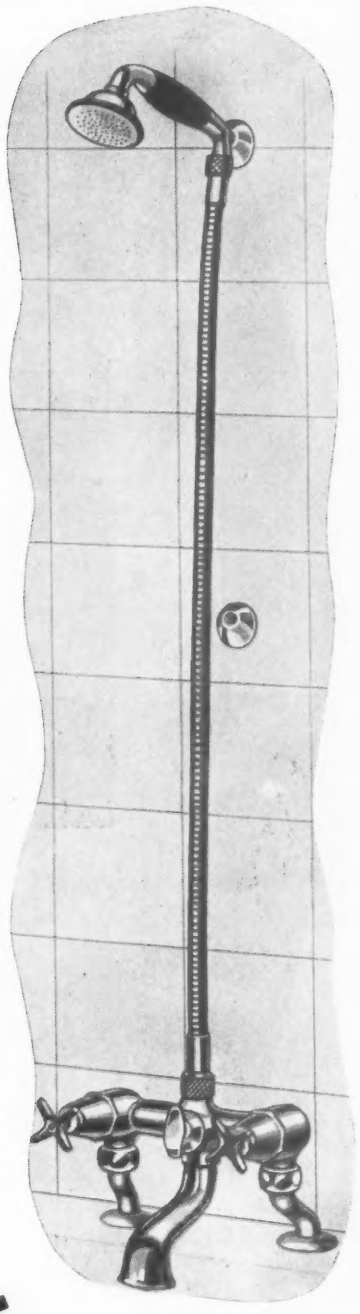

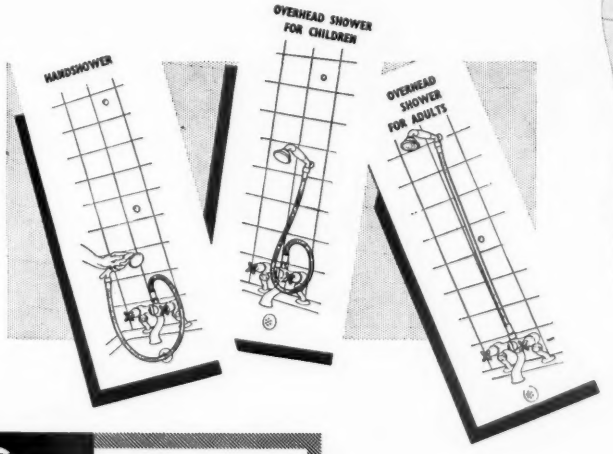

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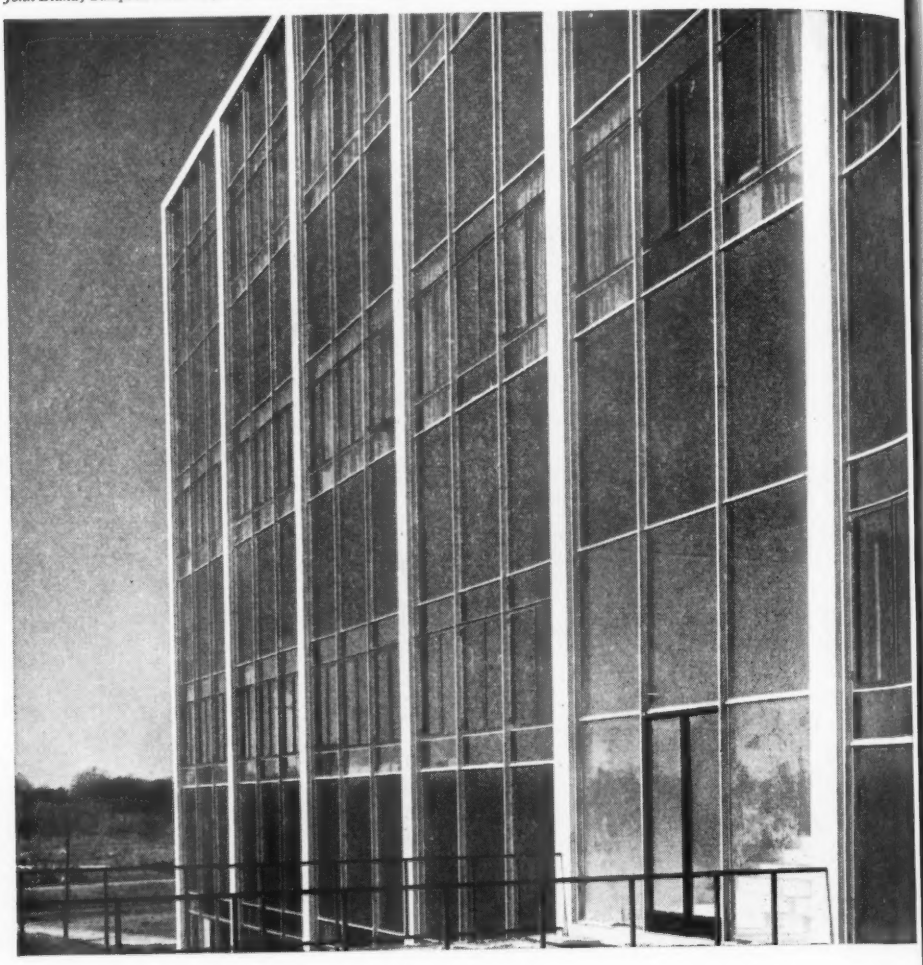
This view of the Science Building of the Carleton University in Canada shows clearly the aluminium curtain wall produced by THE CRITTALL MANUFACTURING CO. LTD. *Architects: Watson Balharrie, Hart Massey, John Bland, Campbell Merrett (architectural associates for Carleton University).*



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ALCAN aluminium means:

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- *An opportunity to demand hollow or solid sections to conform with the most intricate designs*
- *Thinner, lighter, permanent walls, with a wide range of architectural expression*
- *Speedy erection*

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- *Light weight—cutting erection time and foundation costs*
- *No unsightly rusting or flaking, no painting necessary—and therefore lower maintenance costs throughout the life of the building*

The advantages of aluminium are at their greatest with ALCAN aluminium. ALCAN, one of the world's largest producers, are specialists in the ingot field.

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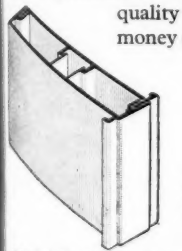
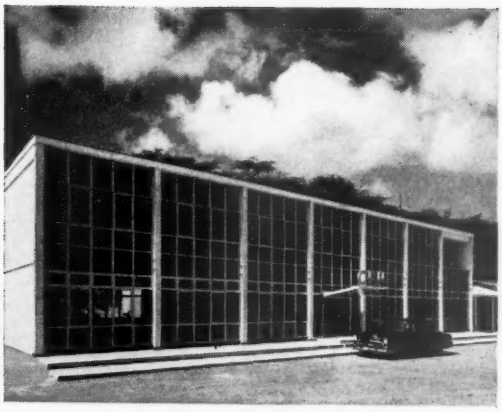
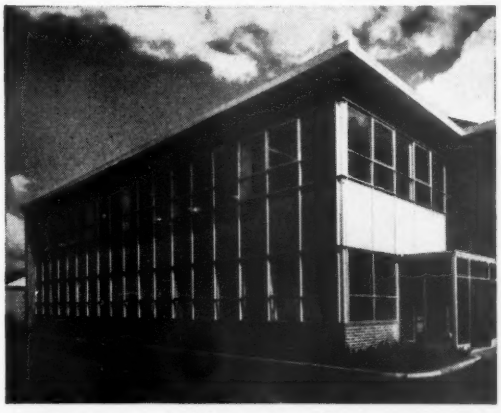


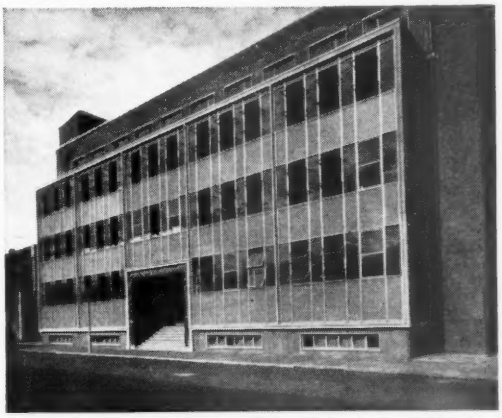
A typical example of aluminium extrusion for use in curtain walling



CRITTALL *"Fenestra" aluminium curtain walling was used for the new office building of Combinatie Pletterij Nederhorst in Curaçao.*
Architect: Ben Smit, B.N.A.



Another CRITTALL *aluminium curtain walling installation at the new Slough factory for Coopers Mechanical Joints Ltd.*
Architects: Herbert J. Stribling



The front of the new warehouse for Baker, Baker & Co. (Wholesale) Ltd. showing the aluminium curtain walling made by the CRITTALL MANUFACTURING CO. LTD.
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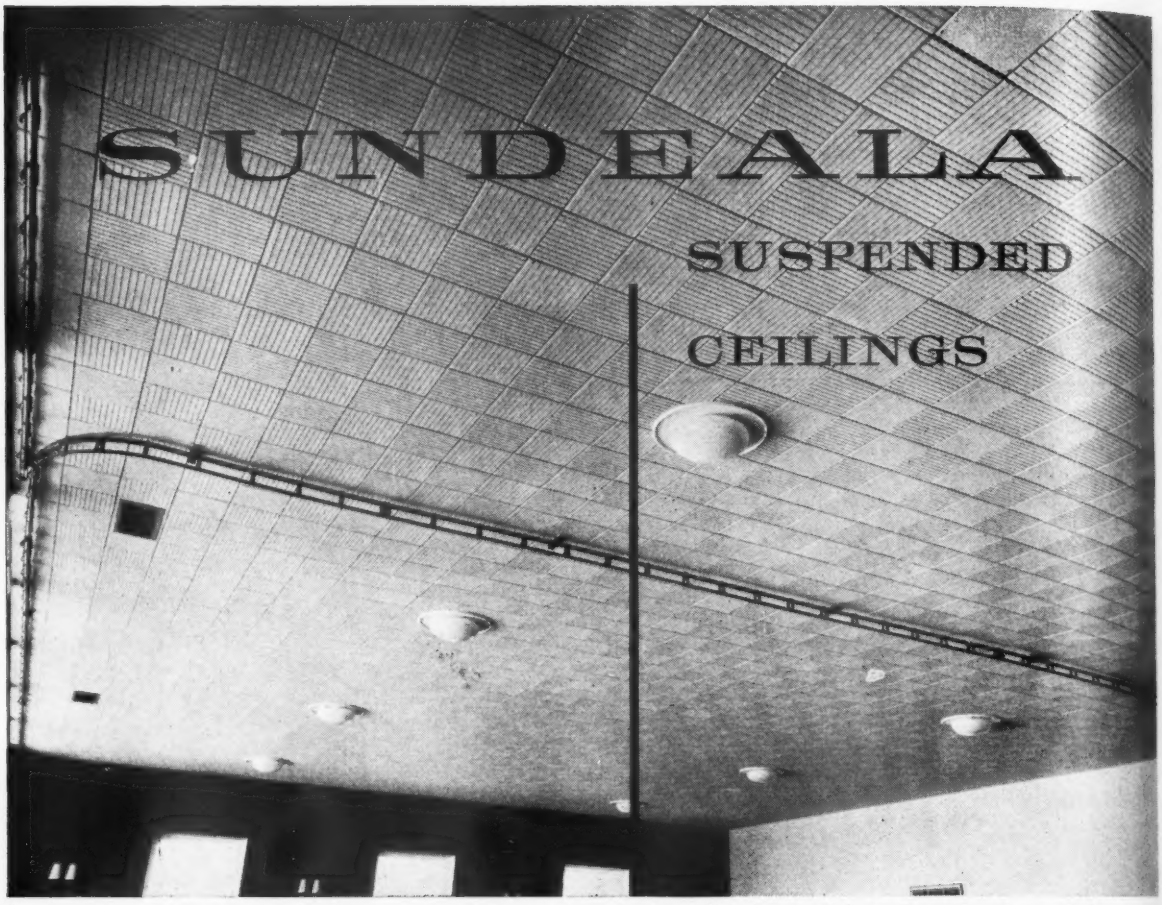

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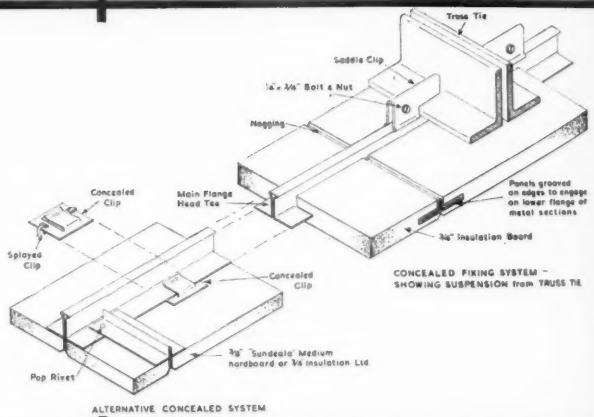
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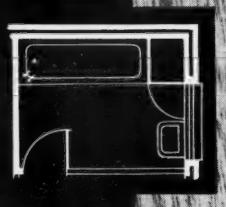

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SWEDISH PERSTORP DATA SHEET 2

PHYSICAL TOUGHNESS

These tests were performed in a laboratory in accordance with the international requirements of the National Electrical Manufacturers Association, U.S.A.

EXPOSURE 16 HOURS

Benzine	0	Coffee	0
Water	0	Mustard	0
Alcohol 96%	0	Sodiumbisulphite	0
Amyl Acetate	0	Shoe Polish	0
Acetone	0	Wax	0
Carbontetrachloride	0	Loganberry Juice	0
Hot Spray	0	Ink	1
Household Soap	0	Iodine 1% in spirit	1
Fat Alcohol	0	Ammonia 10%	0
Sodiumtriphosphate	0	Urea 6.6%	0
Olive Oil	0	Phenol 5%	0
Citric Acid 10%	0	Hydrogendioxide	0

KEY **0** No effect. **1** Slight effect noticeable in reflected light. **2** Slightly etched. **3** Heavily etched, pattern damaged.

Besides these compulsory tests, tests with the following were made.

Hydrochloric acid conc.	65 hrs	1-2
Sulphuric acid conc.	65 hrs	3
Sulphuric acid 55%	65 hrs	1
Hydrofluoric acid conc.	65 hrs	0-2
Cresylic acid	65 hrs	0
Caustic soda lye 20%	168 hrs	1
Ammonium sulphite	75 hrs	0
Acetic Acid conc.	65 hrs	0
Sodium chloride 10%	65 hrs	0
Sodium sulphate	65 hrs	0
Sodium acetate	65 hrs	0
Sod. sulphide 10%	65 hrs	0
Nitric acid conc.	65 hrs	2
Pot. Iodide 10%	65 hrs	0
Pot. Iodate 10%	65 hrs	0
Pot. ferrocyanide 10%	65 hrs	0
Heat 266°F.	——	0
Sodium Nitrate 10%	65 hrs	0

22 Magnificent Colours

Lacquer Red	PP 19
Scarlet Red	PP 38G
Flame	PP 318G
Magnolia	PP 308G
Canary Yellow	PP 39G
Primrose Tint	PP 301G
Bamboo	PP 319G
Cream	PP 31G
Green	PP 27
Medium Green	PP 37G
Apple Green	PP 47
Green Tint	PP 307G
Royal Blue	PP 34G
Light Blue	PP 24G
Deep pastel Blue	PP 314G
Blue Tint	PP 304G
Black	PP 15G
Gunmetal	PP 312G
Grey	PP 22G
Grey Tint	PP 302
White	PP 20G
Snow White	PP 30G

10 Wood Grains

Light Oak	PP 131
Silver Sycamore	PP 112G
Swedish Pine	PP 121G
Dark Mahogany	PP 115G
Limed Mahogany	PP 117G
Bleached Mahogany	PP 111G
Birds Eye Maple	PP 151G
Dark Walnut	PP 165G
Light Walnut	PP 161G
Quarter Cut Walnut	PP 265G

36 Pleasing Patterns

TRACERY

Red	PP 228
Yellow	PP 229
Green	PP 227
Blue	PP 223
Grey	PP 222
Buff	PP 221

LINEN

Dark Green	PP 57
Green	PP 56
Blue	PP 54
Grey	PP 52
Beige	PP 51

MYTH

Black	PP 75G

STIPPLETON

Red	PP 278G
Grey	PP 272G

BABYLON

Black on Red	PP 368
Black on Yellow	PP 369
Black on White	PP 360
Green	PP 356
Blue	PP 354
Beige	PP 351G

M DESIGN

Beige	PP 61
Grey	PP 62

LABYRINTH

Red	PP 398G
Black on White	PP 390G

TWEED

Red	PP 389G
Bamboo	PP 389G
Green	PP 387G
Blue	PP 384G
Buff	PP 381G
Grey	PP 382G

BOOMERANG

Red	PP 218
Tan	PP 216
Green	PP 217
Blue	PP 214
Charcoal	PP 215
Grey	PP 212

NOTE: The letter G after the specification number indicates that these colours and patterns are also available with a glossy finish. If you are ordering 150 or more standard size panels and require a gloss finish that is not normally made in the colour you select, Perstorp will be pleased to manufacture it specially for you without extra cost.
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7′0″×3′0$\frac{5}{16}$″ — and in a limited range 9′0⅛″×2′9″
The standard thickness of Perstorp is $\frac{1}{16}$″.
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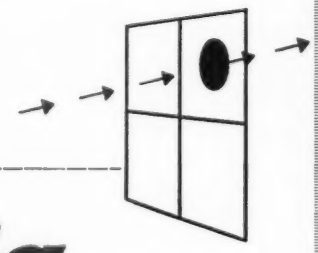

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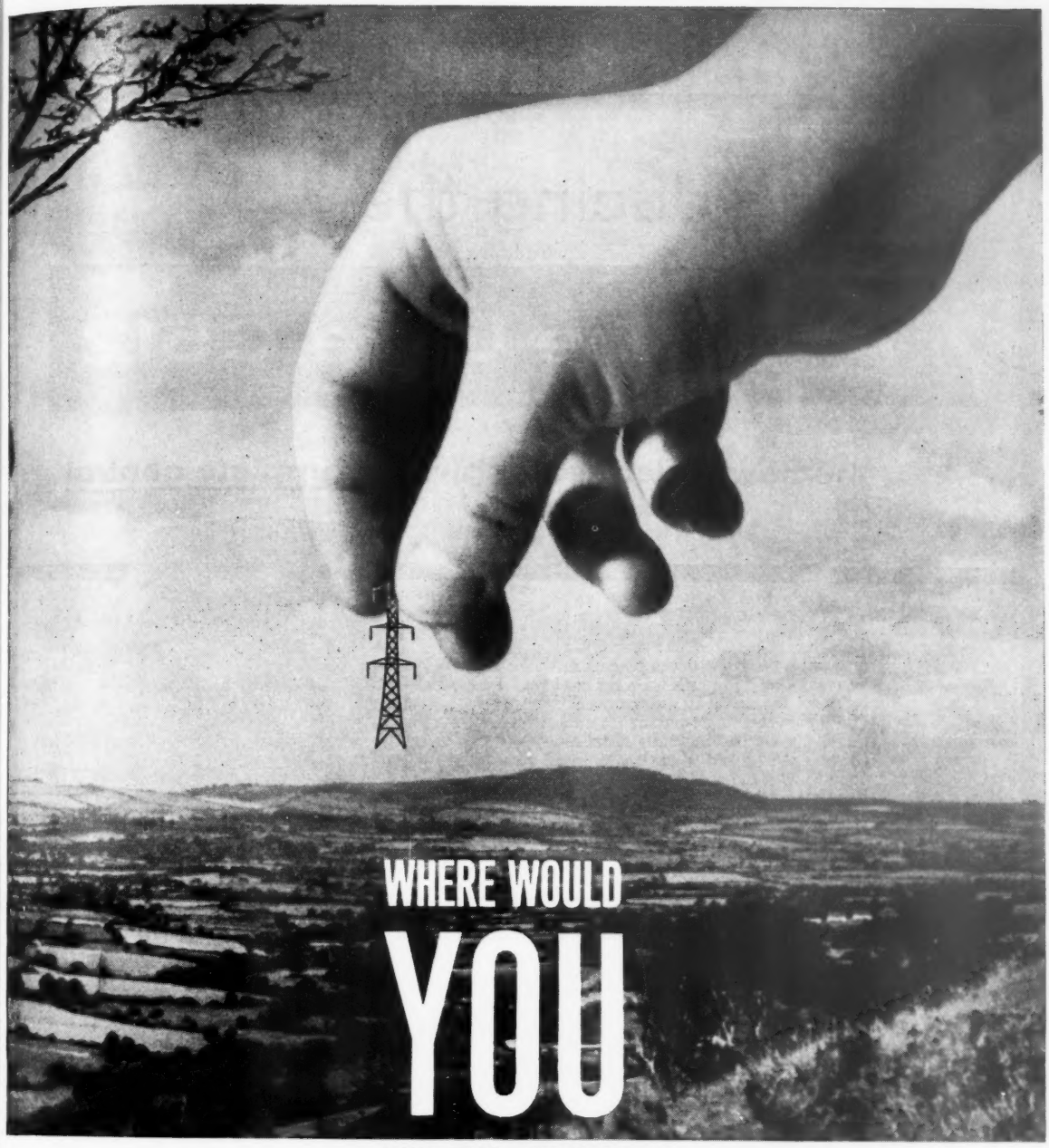

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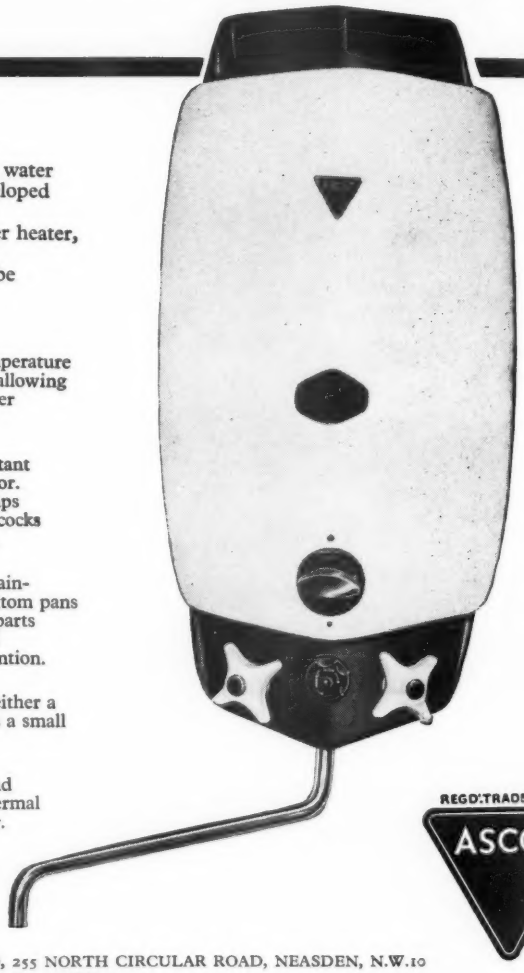

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The Future of London

The acute anxiety expressed at the November meeting of the Council of the RIBA about the Report of the Royal Commission on Local Government in London does not spring from any fear of change or unwillingness to support drastic reforms. The RIBA, in its evidence to the Commission, itself urged the need for a Greater London Council to be responsible for strategic planning throughout the Region, and for the overall control of the construction of buildings. The report itself contains a masterly survey of the history of London Government, and holds out some promise that the present creaking and antiquated machinery of local government will be replaced by a new model better fitted to cope with modern needs. It seems highly probable that some reform broadly resembling the recommendations of the Commission will be carried out, and that in four or five years time London may be governed by a number of Borough Councils (the report suggests 52) and by a Greater London Council responsible for those functions which can only be better performed over a wider area.

The wide measure of support given to the report, and the favourable political climate, all underline the need to examine the detailed proposals with the utmost care. For when the report gets away from the broad administrative reforms, and comes down to the precise allocation of responsibility for housing, schools, the control of building, town planning and urban renewal, clarity gives way to confusion, and the simple administrative decision is seen to be based on an alarming lack of knowledge of the processes of building and town planning. It is the evident failure of the Commission to understand these processes, and not its major recommendations, that has led the Council to set up a working group to report, as a matter of urgency, on the recommendations.

Nobody with any real knowledge of architecture or building could have proposed, as the Commission does, that one authority might be responsible for designing schools and another for supervising their construction. The vagueness of some of the other recommendations seems to spring from the same source. What are the powers and resources of the Greater London Council and the Boroughs to be? What are to be the respective roles of architects, town planners and engineers at each level? Will town planning and three-dimensional city design be the responsibility of architects' departments, of town planning departments or of the borough engineers' departments? What are the 'special areas' or the 'central areas', and who precisely is to be responsible for initiating and carrying through great schemes of urban renewal in them? Are highways to be integrated with town planning at the Borough level, or to continue to be administered separately with inevitably disastrous results? Who will supplement the statistical and analytical work of the Greater London Intelligence Department by responsibility for architectural research and development? How will the accumulated experience of the Architects' Departments of the LCC (with its international reputation) and of the Middlesex County Council be carried forward, and what will be done to prevent these departments from running down during the period of uncertainty? No clear answer is given to these questions. Fortunately the Government departments directly concerned with these problems have enough practical experience to give these matters proper weight in their consideration of the report, and it is essential that they should do so.

When the working party has considered the report the Council's considered views can be formulated, and practical proposals submitted to the responsible authorities, or discussed with other bodies. But one thing can be stated now. Unless every one of the new London Boroughs – whatever their size, and the ultimate allocation of functions – appoints a chief architect they will be unable to discharge their responsibilities effectively. The Commission itself recognised that they will need to have 'competent architectural staff', but competent architectural staff will not be attracted by authorities that deny to architects full responsibility in their own field. The statement on 'The Architect in Local Government', explaining the advantages of appointing a Chief Architect, apply with full force throughout the Greater London area where, at the present time, only a few of the lower tier authorities have architects' departments. It would be a sad beginning if the new Boroughs, which are bound to have a major responsibility for the future of London, should begin their lives with a set-up adapted to produce architectural and planning failure rather than success. But, if the functions are allocated and the work organised with a real understanding of what is involved, the result could be a glorious improvement in the quality of London and its life in the coming decades.

RIBA Topics

New Standard of Entry into Architectural Training

It has already been announced that as from the 1 September 1961, applicants for Probationership of the RIBA will be required to possess two appropriate passes at Advanced Level of the GCE (or the equivalent), and that the same qualifications should be required as from that date for admission to the Recognised and Listed Schools of Architecture. Representations have been made to the Board of Architectural Education that this may leave some doubt about the position of applicants for Probationership up to 31 August 1961, who have only five Ordinary level passes (or the equivalent) and in particular of students who may achieve these passes in the Spring and Summer of 1961.

In order to clarify the position the RIBA have decided to bring forward the introduction of the new arrangements for the Probationership so that the last applicants who can be admitted with Ordinary level passes (or the equivalent) only will be those who gained such passes *before* the Spring and Summer Examinations of 1961. They have also decided in view of the ruling issued to the Recognised and Listed Schools, and of the limited facilities for training otherwise available, that students should be advised in their own interests *not* to register as Probationers from now onwards unless they have two appropriate 'A' level passes (or the equivalent).

Memorandum on Architectural Education by Mr E. B. Redfern [*A*]

Action has already been taken on the conclusions of the Oxford Conference relating to the raising of the standard of entry to two 'A' level subjects, the University Grants Committee in relation to Schools of Architecture within Universities, the holding of a special conference of the Heads of Recognised Schools and other interested persons regarding the scope of post-graduate training.

As a development of this, note should be taken specially of the fact that the Council have appointed a Committee under the Chairmanship of Professor Robert H. Matthew [*F*] to consider and report upon the whole question of the training and future of technicians and technologists in the profession. As Mr Redfern's memorandum refers practically entirely to the external students, the fact that this inquiry is being undertaken will make it clear that their interests are not being overlooked.

With regard to the external examinations in the new RIBA Final Examination syllabus, to come into operation on 1 November 1962, the constructional subjects – indeed all the subjects except Design – come first, and a candidate cannot be admitted to Part 2, Design, consisting of an examination test in design plus the preparation of a special Design Testimony of Study, treated as part of the examination, until he has actually passed in Construction and the other subjects of the examination.

There is no foundation whatever in Mr Redfern's suggestion that design is taught without considerations of construction. The contrary is the case, both in the work of the Recognised Schools and in the external examinations. The RIBA Examiners always have this point very much in mind. The Board of Architectural Education is most anxious that the business side of architecture should be covered in the training curriculum, and in fact contract management, specifications, and many of the other items mentioned in Mr Redfern's document are already covered by the Institute's syllabus.

MoHLG Housing Medals

At a meeting with the Minister of Housing and Local Government in January last, the RIBA urged Mr Brooke to reintroduce Housing Medals, and he has now decided to do so.

The competition as announced for 1961 differs from the old housing medal schemes in several ways. Its object will be to encourage better design, both in architecture and in the planning of groups of dwellings (houses, maisonettes or flats), by concentrating not only on the external design and architectural character of individual buildings, but also on their layout and siting as a group and the relationship of the group with its surroundings.

The competition will be open to private enterprise builders as well as to local authorities, new town corporations and housing associations, and any schemes completed between 31 December 1955 and 31 December 1960 will be eligible for the first competition. Thereafter the competition will be annual.

The organisation will also be different from that of previous competitions. A bronze medal and diploma will be awarded to the architect or designer of the winning scheme, and a diploma to his client, in each of five areas of the country roughly corresponding to the North, Midlands, London, South and Wales. The membership of the area adjudicating committees will now be limited to professional representatives, three in number, of which the chairman and one member will be nominated by the RIBA and the third by the Minister.

Full details are given on page 64.

The office survey team at work. L. to R.: Miss Milne, Mr C. A. Waghorn, Mrs J. Madge, Mr J. M. Austin-Smith, Mr D. Howard

RIBA Survey of Architects' Offices

The October editorial described the proposal for a survey of the organisation, staffing and costs of architects' offices. The survey team has now been assembled and has started work. It consists of two architects, Mr J. M. Austin-Smith, MC, TD, AADIPL, [*F*], a principal in private practice, and a senior architect from a local authority (whose name will be announced later); Mr D. Howard, MA, TD, a management consultant from Associated Industrial Consultants Ltd; Miss J. M. N. Milne, MA, FIS, now Deputy Secretary to the Board of Architectural Education; and Mrs J. Madge, MA, an economist experienced in survey work. The two architects will work on a part-time basis, dividing the visits to offices between them, with Mr Howard and Miss Milne on a full-time basis seeing all the offices. Mrs Madge will be assisting in the collection, collation and analysis of data, particularly on the financial aspects of the survey. The wide experience of Associated Industrial Consultants Ltd in the field of office surveys and management problems generally will be available for the team to draw on, and the firm have attached Mr C. A. Waghorn, an accountant, as adviser to the team.

The team have spent most of November going through the data collected in the pilot survey carried out earlier this year and finalising the questions to be put and the form of the various data to be obtained. As a number of members will know, the office visits have already started. In addition to the 50 or more offices to be visited, it seems likely that a postal questionnaire will be sent to a wider sample of offices so that a representative range of data is available for comparison purposes.

All information disclosed to the team will be regarded as absolutely confidential. The anonymity of offices will be carefully preserved, and any statistics included in the team's report will be grouped together in such a way that it will be impossible to deduce the activities of any individual firm. This will give members the opportunity of a lifetime to 'let their hair down' in the secure knowledge that nothing they say can be used in evidence against them!

The Building Industry's Prospects for 1961

The Joint Consultative Committee of Architects, Quantity Surveyors and Builders, has considered the likely trend of building activity in 1961 in the light of information provided by each of the three constituent bodies (the RIBA, RICS and NFBTE).

The Committee was impressed by the fact that all three constituent bodies, carrying out quite independent and separate investigations, have concluded that the building industry will be just as busy in 1961 as in 1960. With this certainty of outlook the Joint Consultative Committee urges that (*a*) architects, surveyors and building owners should make increased efforts to furnish contractors with all relevant information and drawings on time, and contractors should make full use of such information; (*b*) manufacturers of building materials should raise their output sights even higher; and (*c*) building contractors should improve still further their recruitment and registration of craft apprentices.

The Penguin Dictionary of Quotations

The compilation of a book of quotations is an enormous undertaking, and when it has been done as excellently as in the new Penguin by J. M. and M. J. Cohen gratitude has to be expressed unequivocally before complaints are made about omissions. However, it is up to the official journal of the profession to protest that among the seven entries against the name of Sir Henry Wotton (1568–1639) the architect's favourite is not one.

This means that we must fill the gap, for it is not an easy quotation to get right. Not so long ago one of the oldest Allied Societies in a contribution to the Financial Supplement of its local (and famous) newspaper opened with a salvo of quotations, among them the immortal definition by Sir Henry Wootton (*sic*) which was printed as:

> 'Well building hath three charms, commodity, firmness and delight.'

The lines first appeared in *The Elements of Architecture, Collected . . . from the best Authors and Examples* (1624) as:

> 'Well building hath three Conditions.
> Commoditie, Firmenes, and Delight.'

To be fair, Mr J. M. Cohen, has included Le Corbusier's 'Une maison est une machine-à-habiter'; and also credits Mr H. de C. Hastings with 'Worm's eye view' in a caption in the *Architectural Review*, c. 1932, which was sharp of him.

The Dictionary is not to be regarded as a reference book and no more, it makes good bed-side reading. This particular entry, attributed to Martin Routh, who lived to be 99, caught the Editor's eye: 'You will find it a very good practice always to verify your references, sir.' The Editorial 'we' agrees. Indeed it is.

Council Business

The Council met on 1 November with the President, Sir William Holford, in the Chair.

The President spoke of the success of the RIBA Ball on 28 October, and expressed his appreciation of the efforts of all who had contributed to its organisation.

The Secretary's Report

Referring to the introduction of two 'A' level standard of entry to the profession, the Secretary said that the Board of Architectural Education had become aware of a discrepancy that has arisen because of their choice of 1 September as the date in 1961 from which the new entry standard would become effective.

The whole intention of the Council's original decision was to make two 'A' levels obligatory for everyone starting an architectural course as from 1 September 1961. The problem arose of all those who would take five 'O' levels in the spring and summer examinations next year, who, as the Regulations now stand, could enrol as probationers up to 31 August only to find themselves debarred from the kind of training the RIBA recommended as desirable.

The Board has therefore issued a statement clarifying the position. (This is printed on page 46 as a separate note.)

Practice Notes

'Practice Notes' in the JOURNAL were edited by the late Charles Woodward [*A*]. In future they are to be continued as a convenient vehicle for the Practice Committee, who, while continuing to quote appropriate legal cases and decisions, will take the opportunity to draw the attention of members to statutory regulations and relevant extracts from parliamentary debates.

They will also deal with members' more common practice queries in question-and-answer form, basing these on typical queries such as are dealt with daily by the Practice Department.

Appointment of Assistant Secretary (Economics/Statistics)

The Council confirmed the recommendation of the Selection Committee that Mr A. M. Lewis, MA, be appointed in accordance with the terms and conditions. There were 15 applicants for the post. Mr Lewis has been an Administrative Officer in the Ghana Government Development Secretariat, and has held an appointment with the Hemel Hempstead Development Corporation. He is 39.

Reconstitution of the RIBA Council

The Council then considered the following paper from the Secretariat on 'Suggested Admission to Alliance of the North Staffordshire Architectural Association'.

The report of the Constitutional Committee approved by the Council provided for the division of England and Wales into three regions each having nine Regionally Elected Members of the Council coming forward from Allied Society constituencies.

In approving the Constitutional Committee's recommendations, it was understood that some further matters might emerge which would need adjustment.

The settlement approved by the Council did not altogether solve the long-standing problem of North Staffordshire, but it was hoped that a solution might lie in the transfer of affiliation from the Liverpool Society to the Manchester Society.

The area of North Staffordshire, consisting principally of the potteries, has a strongly individual character. There is a long-standing communal tradition and, largely for geographical reasons, not much intercourse with neighbouring large centres of population: the potteries are, in fact, surrounded by a thinly populated rural belt.

Up to about 1930, the North Staffordshire AA was a Branch of the Birmingham and Five Counties AA. It then became affiliated to the Liverpool AS, but there was comparatively little integration and for many years all communications, including the payment of rebates, have been direct with the RIBA. The recent proposal to transfer affiliation to the Manchester SA has been studied and, while the Manchester SA have shown great sympathy, there did not seem great prospects of any better integration owing to considerations of distance, constitution of the Society and local tradition.

A case has now been presented by the North Staffordshire AA for admission as an Allied Society and for a Regional representative for North Staffordshire to sit on the RIBA Council. The proposal is that the present boundary should be extended southward to take in Stafford and slightly westward to take in Crewe, Congleton and Sandbach. This would produce a viable Society with a population, though small, not less than those of some Allied Societies.

The approximate figures are as follows:

Society or Area	RIBA Members	Students and Others	Total
North Staffs AA (now)	87	72	159
Stafford	38	12?	50
Crewe, Congleton and Sandbach	18	—	18
		Total	227

This is about equal to the combined *potential* membership of the Norfolk and Suffolk Societies (202), and larger than any of the following: Leicestershire and Rutland (175), North Wales (76), Northants (196), Gloucestershire (136), Wilts and Dorset (178).

It is proposed that the Birmingham and Manchester Societies should be asked to agree to the RIBA taking a poll of members in the areas suggested for inclusion; that the Council should approve in principle of the admission of the enlarged Society to alliance and the addition of a Regionally Elected Member for the area if the poll goes in favour of that course; and that the Secretary be authorised to proceed urgently so that the modification, if agreed, can be made before the new draft Bye-laws go to the Privy Council for approval.

The Council gave its approval to the proposals.

RIBA Grant to the CPRE

At their meeting on 21 June 1960 the Council agreed to increase the RIBA grant to the Council for Preservation of Rural England from £50 p.a. to £300 p.a. This grant to be devoted wholly to the Central Panels Committee.

The increase was approved for 1960–61 on the understanding that the future would be dependent on a further review of the whole principle of planning control.

The Design and Planning Committee after consideration of this question reported that although there was some criticism of the principle of planning control, the Committee recognised that Advisory Panels were on the whole giving a useful service. This service depended very largely upon the guidance provided and information issued by the Central Panels Committee. If the Central Panels Committee were to continue this work, they must be assured of sufficient money for a reasonable period of time in order to provide for a full-time secretary of suitable calibre.

The Committee accordingly recommended that Council approve the grant of £300 per annum to the CPRE for a further two years, until 1963, which was agreed.

It was resolved that the Design and Planning Committee be asked to submit a report on the organisation and structure of the advisory panels and of the effectiveness of the panels system as a whole, for the consideration of the Council before the end of the present session.

Report of the Royal Commission on Local Government in Greater London

After consideration of a summary of the recommendations of the Royal Commission it was resolved:

(i) that the Design and Planning Committee be asked:

(*a*) to study in sub-committee as a matter of urgency the implications for planning, urban renewal, architecture and building control of the Report of the Royal Commission on Local Government in Greater London; and

(*b*) to report back to the Council as soon as possible with proposals for whatever action, publicity and collaboration with other professional bodies is thought desirable to influence the Government;

(ii) that the Committee be authorised to co-opt for this purpose whatever further members, having a specialised knowledge of the problem, they think necessary.

Architects' Inquiry by Social Surveys (Gallup Poll) Ltd

The Council considered a report on the Survey from the Public Relations Committee. In the course of a brief discussion it was agreed that the result of the Survey had not revealed any trends of opinion not already known to the Committee. Nevertheless, it was considered that the facts elicited from the poll were extremely valuable and should indicate the direction of future public relations activities.

It was agreed that the question of the need for a further survey should be kept under review by the Public Relations Committee. The following conclusions of the Committee's report were approved:

(*a*) The need to publicise the fact that architects are concerned with supervision and costs and are interested in landscape and interior design.

(*b*) The need to inform and to encourage the interest of young people in the work of architects.

(*c*) The need to expand public relations activities so as to reach a higher proportion of the general public as well as to continue directing publicity to special groups.

ABS Appeal

The President in his letter on page 68 mentions some typical cases that come to the notice of the ABS.

We all find it necessary to grow a kind of carapace against appeals to our sympathy – there are so many, all so worthy, and the hardening of the heart becomes the only defence. But if the full stories behind the general appeal by the ABS could be given (and it is only to protect the personal pride of the beneficiaries that they are not), more members would find it difficult to maintain a callous or indifferent attitude.

Take for example this recent case. A year ago the ABS ran a competition for guessing the number of nails in a dustbin. The first prize was an Enterprise sailing dinghy donated by Mr Howard Lobb [*F*], himself a keen yachtsman. It was won by an architect in Monmouthshire, who came up to London, a few weeks after hearing he had won, bringing with him two assistants from his office, to visit the Boat Show and to make arrangements for getting the dinghy up to Monmouthshire. While in London the three young men called on Howard Lobb, to thank him and stayed on for an hour talking sailing.

One of the two assistants had only a few days previously become qualified, and his prospects then appeared to be closely linked with architecture and sailing.

But in August the ABS had a letter from his father to say that as a result of a motor scooter accident in June last, he was now totally blind and needed help.

For this young architect it meant starting again from scratch, and his plans were to take a course at a rehabilitation centre to fit him for another type of work. The ABS is making him a grant of pocket money for the next twelve months. This is as much as the contributions from the membership allow.

If any large or largish offices would like to adopt a case suitable to their means, the Secretary of the ABS, Mrs I. M. O'Sullivan, would be glad to hear from them and give particulars.

Public Investment in Great Britain

The first of an annual series of white papers on prospective public investment was published in November 1960.[1] In it the Government reaffirmed its intention to hold public investment in 1961–62 at £1,730 millions, the same level as was programmed for 1960–61 (although actual expenditure in 1960–61 now seems more likely to be about £1,670 millions).

In this paper the Government recognise a point that has been made for many years by the RIBA and the building industry generally – that investment cannot be turned on and off like a tap. To quote from the white paper: '. . . once work has begun on a project, it is usually uneconomic to attempt either to accelerate or retard it at short notice. There is a large proportion of public investment where it would not be sensible to try to engineer short-term variations in momentum to match changes in economic circumstances as rapid or as relatively mild as those experienced in recent years'.

The Government will, therefore, seek as far as possible to avoid interference with investment plans which have been approved. However, it is still maintained that marginal variations can be made by concentrating on projects that can be started and finished relatively quickly, should the economic situation call for it.

Within the different categories of public investment, that for nationalised industries has been retarded to make way for a rise in expenditure on school buildings as the £300 millions programme for secondary education comes into operation over the next five years. The first stage of £115 millions will be started between 1960 and 1962. New building for universities is being started at the rate of £15 millions p.a. up to 1963; and expenditure on new projects for teacher training colleges and youth services will increase over the next three years.

Public investment in housing now consisting chiefly of slum clearance, overspill schemes and housing for old people, will increase slightly in 1961–62. More will be spent on local authority health and welfare services as mental health services are expanded and more old people's homes built. There will also be increasing investment in the modernisation of the hospital service.

Other categories in which increased investment is forecast are Government buildings, factory building under the Distribution of Industry Acts and the Local Employment Act of 1960, married quarters for the armed services and prisons.

The following table gives the distribution of public investment funds.

Public Investment in Great Britain

£ million

	1958–59 Actual	1959–60 Estimated turn out	1960–61 Programme at 1 Oct. 1960	1961–62
Electricity Council and Boards including Scotland	300	358	336	358
Other nationalised Industries (Coal, Gas and Railways)	352	382	409	351
Road programme	58	70	87	99
Atomic energy	42	37	44	45
Post Office	90	92	94	96
University Grants Committee	15	20	24	25
Education	120	118	128	138
Housing	271	270	274	277
Local authorities health and welfare services	7	11	13	17
Hospital services	24	26	32	38
Other government investment	195	221	269	297
Total	1,470	1,620	1,710	1,730
of which:				
Dwellings	285	285	290	295
Other buildings and civil engineering	560	630	705	745
Plant, machinery, vehicles etc.	625	705	715	690

All figures have been rounded

[1] Public Investment in Great Britain (Cmnd. 1203) published by H.M. Stationery Office.

Cover Picture: Mural Art Today

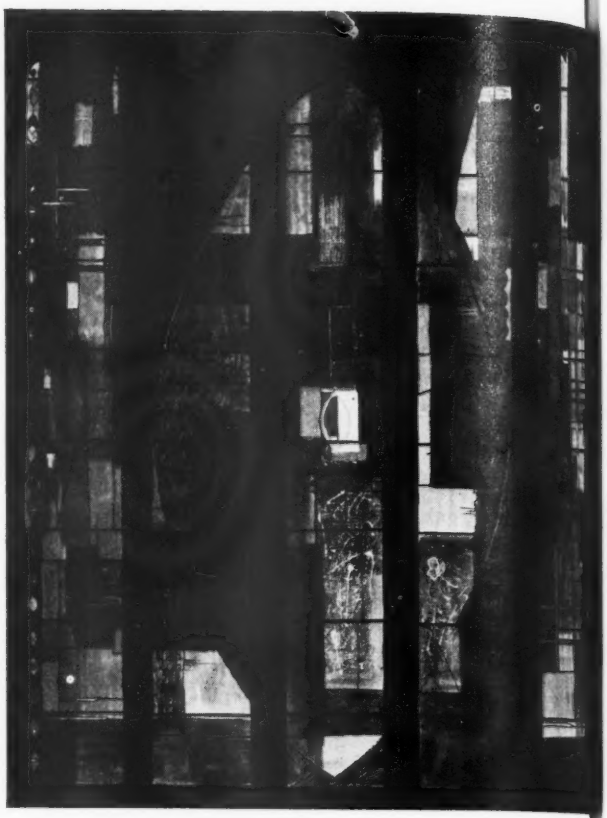
Towards the end of his Presidential Address at the AA in October, Mr Edward Playne said that in ancient times almost all painting, sculpture and mosaics were related to buildings. 'Today', he added, 'once again it seems that architecture can and should provide opportunities for all kinds of artists and craftsmen to enhance and enliven our buildings, both externally and internally.

'These will perhaps work in new materials . . . as well as the more conventional ones. We must train our clients to spend money on these things and face the risk of failures. I think it was Sir Hugh Casson who said here [at the AA] that we should have more bad sculpture in order to have more good. I heartily support this view, and would like it to include all other arts needed so badly round our buildings, but I hope I shall not be asked to differentiate between the good and the bad.'

The current loan exhibition of work by British artists at the V and A Museum, organised by the Society of Mural Painters and opened by Sir Basil Spence, might be considered to support Mr Playne's plea and to underline the problem of choice.

While there is now a far wider range of technique available, the criterion of the use to which it is put by the artist can only be the undiminished interest or pleasure it gives in its relation to architecture after the impact has worn off.

The exhibition brings together a number of interesting developments, of which one of the most significant is Mr Stefan Knapp's mural in enamel fired onto a metal base – similar to his work in the Seagram Building, New York – recalling the railway station advertisements of pre-World War I days. There is a brilliance and durability which has, surely, great potentialities.



Above: Design for stained glass window for Eton College Chapel, by John Piper

Left: Mural by Stefan Knarp. Enamel colours fired on metal base

Below: Mural in tiles, by Peggy Angus

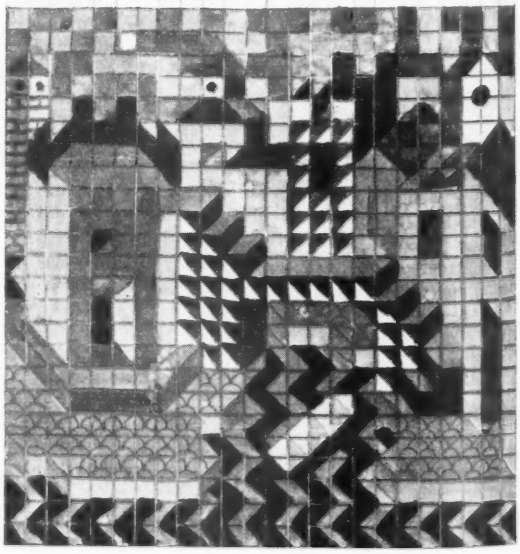
Another interesting exhibit showed models and designs submitted by several artists in competition for a decorative treatment for the façade of the new Oxford Street building for Messrs John Lewis. From these it is clear how once the decision has been made to provide an important background for the sculpture there is no turning back. It needs a strong nerve, but if it comes off the reward is very great *vide* Sir Jacob Epstein's Madonna and Child in Cavendish Square.

A few examples have been chosen for illustration, but due allowance must be made for the lack of the all important colour.

The cover picture is reproduced from a photograph of one of the exhibits at the exhibition.

The original is executed in stained glass (red, blue-green, yellow, purple and orange against a sombre background) by Patrick Reyntiens from a design by Mr John Piper [*Hon. A*], 'Variation on a French Sculpture'.

The exhibition was designed by Messrs Wildbur and Whitehead of the School of Interior Design, Royal College of Art under the direction of Sir Hugh Casson [*F*] and remains open until 15 January.



Inaugural Address of the President

Sir William Holford, MA, PPTPI
Given at the RIBA 1 November 1960

In the middle of August, during ten uninterrupted days between Cape Town and Madeira, I wrote an outline and a draft of this Inaugural Address. It had a good deal of abstract thinking in it and some admirable sentiments to which no one – except an art historian out on the prowl – could take exception.

I re-read it a month ago, and it made me feel slightly sick. Allow me first of all to congratulate you, as the audience which has done me the honour of listening to me this evening, on your lucky escape. Then let me add that I have by no means altered my sentiments or thrown away my principles. But I have realised in the interval that any re-statement of principles is much more useful if it rises out of the actualities of a situation. I felt about myself as Walter Lippmann described Mr Nixon. He said 'My view is that Mr Nixon is too noble. He is too reckless with his principles. He ought to come down to the lower level where statesmen have to work'.

I also considered this point about getting down to the actualities of a situation in relation to structure, one of the things which is the heart of architectural design. Pure structure can be raised to the level of great art, especially when the structural engineer has discrimination enough to avoid giving it a needless architectural dressing. And I thought of Pier Luigi Nervi, who received the Royal Gold Medal, in this hall, earlier in the year. More recently, at Oxford[1], he spoke about the need for actuality, as opposed to designs which he said were not a means to an end, but an end in themselves. He said something rather memorable in his slow, halting way: 'Architecture is body and spirit; and the spirit cannot exist without the body. If the body is well-made, sane and durable, and is controlled and informed by the spirit, why, then you have architecture'.

He gave us three illustrations which were outside his definition. One curiously enough was the base of the Eiffel Tower, which he said bore some useless members which deformed the structure. Another was the model design for the Opera House at Sydney, which he said obviously *could* be and probably would be constructed, but in his view without simplicity or economy of form. And the third was Frank Lloyd Wright's 'Mile High' skyscraper, which he said could not be constructed at all.

I have quoted Nervi, not because I think he covers all sectors of the architectural front, but because in that sector where he is a master he sees more clearly than anyone that every problem of statics which is solved with economy and clarity becomes an additional tool in our hands to increase our sense of fulfilment and to challenge the future.

And how we do need constructive achievement and an expanding horizon to set against this contracting future that the H-bomb and the Polaris missile hold out for us as a very actual alternative.

This is a further reason for preferring actuality to abstraction. Architecture is not only structure; it is the embodiment, and sometimes the symbol, of hundreds of social programmes, aspirations and histories. And it is in the social field that actuality is most necessary. World population is now growing at the rate of 48 million a year. Many of our clients in their small problems are bewildered. They want to house more families, teach more undergraduates and children, and provide for more work space, more circulation space, more mechanical plant and more automobiles. To do this they quite naturally want greater and greater economy in building, and higher and higher profit when they do develop. Land and buildings are a commodity like everything else. In the rebuilding of our cities we in this Institute are only too painfully aware that 'architecture is not the only factor'. *Our legitimate concern has been to prevent it becoming the missing factor.* Even in the most speculative enterprises of the 18th century it was never that; but it could much more readily become so today. And yet, behind all the easy (and sometimes, I am sorry to say, justified) criticisms of contemporary work, with its jibes about straight lines and egg-crates and biscuit factories, there is probably a wider interest than there has ever been before in what I might call the true architectural product – the structure into which designer and builder have put love as well as care.

In this variable weather, I think we have a better chance of keeping our seven lamps alight if we find better means of combining with the other partners in the building and development industries – even if sometimes we do it in a minor or advisory capacity – than if we go it alone. Many of them have paid us the courtesy of coming here tonight. If I speak a good deal about architects and architecture I hope they will recognise that I do not use these terms to exclude others.

There is such a thing as an architectural discipline, which can be taught as well as practised; but we think it should exist alongside the scientific approach, technical knowledge, business method, valuation, building organisation, social studies, art-historical scholarship, and aesthetic criticism. None of these things is architecture, but our cities are compounded of all these things.

So I have tried to recast my thoughts, and to adjust them to the level where, in Walter Lippmann's terms, professional institutions have to work. For this is the opening of another professional year, the first general meeting of our new session.

Already, since I took office on 1 July, some of the perennial problems of architecture and society have come up again, in an acute and practical form, in the domestic and public events of the last four months. Inside the Institute we have been undergoing, for the last four years, a re-appraisal of our functions, our constitution, our educational system, and our external relations. It has not been an easy period for Presidents, nor Chairmen of Committees, nor for Officers old or new. For the last two years the Institute has been fortunate in having that vigorous, warm-hearted figure, Basil Spence, riding at the head of the column, and ready any day to break a lance in the tiltyard for the sake of the colours that he and all architects carry.

As successor to the achievements as well as to many of the problems which he has handed on, I want first to acknowledge my debt and my duty, and then to begin with the practical matters that face us at this stage.

I spoke just now of our partners in the building and development industries, but I want to start with one who is not much interested in development as such, in fact is often against it. I mean the Preservationists. Preservation has been a mainly amateur activity since the time of William Morris; and I hope Sir Alan Lascelles, as Chairman of the Historic Buildings Council for England – and there could not have been a better one – will forgive me if I say that it only became an industry in 1953, with the passing of the Act. And as the Minister of Works is responsible for making the grants voted by Parliament (which he does on the recommendations of the Historic Buildings Councils) it is to that extent a nationalised industry.

But the amateurs and the professionals in preservation have greatly increased in numbers at the same time. Many of them are architects; and there are practical as well as ideolo-

[1] *Three lectures given under the terms of the Paul Shuffrey benefaction to Lincoln College:* 1960.

gical reasons for this. On the practical side is the perpetual task of building maintenance. Out of a total expenditure by the industry of £2,000 million a year, in round figures, some £600 million – or 30 per cent – is on account of maintenance, repairs and conversions. No one knows how much of this is for the preservation of historic buildings, but the proportion cannot be altogether negligible. As the technical problems of normal maintenance are intensified and made more critical when the structure has historic value, it is a good thing that architects are giving more attention to the practical side of this work and that a few are now to be specially trained for it.[1]

The ideological aspects of the preservation movement are not so easy to analyse. Architects have played a leading part in the formation and the affairs of civic, amenity and preservation societies up and down the country, in the CPRE and W, the Georgian Group, the Civic Trust, and the departmental advisory committees and councils. They have done this, I think, out of sheer respect for architecture – no matter what its period. They have realised what a large part it plays – particularly in a country with such a remarkable building inheritance as our own – in the setting of their daily lives; and they have shared the conviction of all true conservationists – that we are trustees in this matter for posterity. Therefore nothing that is significant in our social, scientific, building or natural history should be either needlessly or heedlessly destroyed.

All this has added immeasurably to the strength of the preservation movement. I believe it is teaching people to see and, having seen, to care – not only for historic buildings, but for their environment as a whole. I am sure it is a good influence, also, on the architect. Far from giving him antiquarian or revivalist leanings, it is more likely to confirm him in his architectural task, which is to reach an equal significance in his own contemporary work.

When, however, the motive for preservation is fear – fear of change, fear of the loss of an accustomed scale or character, or the vague fear of something worse which may take the place of what is demolished – then the architect suffers from a divided loyalty. If he has any confidence at all in his powers of design, he cannot agree that the new must be worse than the old. These are really 'votes of no confidence' – and that has become I am afraid quite common in recent years. In a few individual cases they may have been justified; but it would be a sad day for this Island Kingdom if preservation of the past were to be regarded as a more important principle than building for the future.

In looking towards this future, our most important partner in building enterprise is certainly the client – both public and private – who has the will to build and the resources to build and the intelligence to call to his side the right combination of skills to translate his usually loosely-formulated requirements into reality.

The whole architectural profession knows that this ideal client exists, and acknowledges the fact with deepest gratitude. But he does not exist in very large numbers, as the Pilkington Report has shown only too clearly in matters of remuneration, where they compared his remuneration over his working life with a number of other professions. Architects were at the bottom of this list, you remember.

Not only is the ideal client infrequent, but the average client usually requires a wider range of services from his architect than he did 50 years ago. What is even more significant is that these services are spread *over a longer period of time*. During that time overheads run on and a loyal design staff stands by. This is not necessarily the client's fault. All organisation in a highly industrialised and democratic society tends to become more complex; and we are a long way from Xanadu, where 'Kubla Khan a stately pleasure dome decreed'. Poor Kubla today (and he might not be an individual any longer, but a corporation or a trading company) would need planning permission first and he might not find it easy to get it. Kubla might have to find a developer who would take a building lease from the landowner, finance the pleasure dome and rent it to him when built. There might be delay in this if permission were dependent on other domes being included in a comprehensive scheme; or if Parliament decided that even occasional pleasure domes were too frequent or had no export value, they might even ask for a Royal Commission.

And Kubla's architect (whether private or official) would have to advise him on loan sanctions, prepare half a dozen alternative designs, correspond with the Edwardian Pleasure Group and probably the Anti-Dome League, fight for a subsidy on the number of habitable dwelling units provided, and on the 'abnormals', give evidence at public inquiries, satisfy the Royal Fine Art Commission, advise on the type of contract, and then after years of indecision on these matters, produce working drawings and full particulars at one month's notice, so that a firm price contract, without variations, could be let forthwith in the immediate future.

That would not be the end of the matter. In the course of construction a horrified Kubla would ring up to say that the Anti-Uglies were holding a mock funeral in front of the pleasure dome and what should he do? Should he call in a consultant? – with Thurber's famous character one might cry: 'Well, if I asked for the wrong number, why did you answer the 'phone?'

Kubla Khan, of course, was an entirely mythical personage; but his relations are not unknown in the British Isles. I have mentioned him to illustrate my point that commissions are no longer simple and autocratic, but administratively complex; and also as an introduction to two examples of the way in which that complexity could be reduced, and a waste of professional talent avoided. On both of these we are appealing to our official clients in the friendliest way possible to discuss the matter with us.

The first example is competition by tender – the methods now adopted for securing competition by developers and their professional advisers, to rebuild certain key areas in the centres of towns and to pay a ground rent for it. I do not propose to weary you with the details of our case[1]; but as it has raised controversy as well as interest, I would like to take this brief opportunity for two comments on it. The RIBA has organised architectural competitions for a very long time. The basic principles are that the conditions of competition should be the same for all competitors and binding on them, and that the name of the assessors and the method of assessment should be known at the outset. These stipulations have in fact passed into the code of practice for international competitions as approved by the International Union of Architects – the body who are about to hold their Sixth Congress here in London next July.

Without these safeguards there is likely to be considerable waste and frustration of effort on the part not only of the architects who prepare plans, perspectives and models, but of the professional advisers on finance, surveying, valuation and engineering, and of the development company itself.

This was why we invited local authorities to discuss remedies; and I think we were right to do so. But the suggestions we made may not be altogether correct or altogether complete. In particular we may not have given sufficient emphasis to the importance on the one hand of having combined professional expertise in the drawing up of the original programme, and on the other of having a thoroughly realistic and integrated scheme – both economically and architecturally – between the developer and his architect. Both these suggestions were implied, but may not have been sufficiently clearly stated. We should welcome further discussion on this, both with the authorities and with our sister professions; and in particular I think we would welcome the advice of the Royal Institution of Chartered Surveyors, if they are willing to give it. Our main object is to ensure that these competitions

[1] E.g. in London and York. The Dean of Gloucester's Committee, with the participation of the Ministry of Works, the LCC (Historic Buildings Section), the Institute of Archaeology and University College London, is initiating a special course, both academic and practical, in the preservation of historic buildings.

[1] They can be read in the printed circular and covering letter sent to all urban local authorities by the RIBA in July 1960.

are fair, productive, and not too wasteful in terms of professional skill and effort, which is not too plentiful at the present time.

The second matter on which we are appealing to local authorities is the appointment of Chief Architects wherever there is a big building programme to be carried out by or on behalf of the authority. We hope that we shall have the goodwill of all our professional colleagues in this, as we know we have that of the Minister of Housing and Local Government. The efficient administration of building requirements can seldom be achieved by a committee, nor by officers with other overriding responsibilities – and memorable architecture can never be achieved in this way. But this is what is badly needed if the centres of our towns are to be rebuilt and if the urban scene is to regain something of its former quality, despite the traffic explosion which is occurring everywhere in urban areas, and the mechanical invasion which is creating a complication of piped and cabled services that the 18th century never knew.

What of our partners the engineers – civil, municipal, structural and mechanical?

In my own experience – and I have worked with engineers for most of my professional life – I have noted a significant fact: that wherever there is collaboration between architect and engineer on a common problem involving design, calculation and construction, friction quickly disappears. Friction exists only where working collaboration has either not taken place, or is forced by some administrative arrangement onto the unwilling or the incompetent. I also believe that the mutual respect which responsible professionals owe one another in a technological system which grows more specialised every day, could be complemented by closer definition of each other's aptitudes and by a greater willingness to play an advisory role where the major executive responsibility belongs to a colleague.

Architects, for example, are used to calling in engineering consultants on the design, structure and equipment of buildings in which human considerations are dominant – by which I mean the way the building is used, its social and biological requirements, its appearance as a symbol, or as part of an urban or landscape setting.

Conversely, engineers in charge, both technically and administratively, of large construction programmes, can and should call in the architect to advise on the human and landscape aspects of their work – and are frequently doing so – without relinquishing their major responsibility for plant and machines, which they understand far better than we do, and which often determine – sometimes a long way in advance of actual construction – the general form and programme of building. Nonetheless, as the Electricity Generating Board is showing in the nuclear stations at Berkeley, Bradwell and Hinkley Point and in coal-fired stations such as Marchwood and High Marnham, the architects' contribution, though modest can be significant, all the way from first considerations of massing, to the last section of perimeter fence. New generating stations – and even such difficult things as switching stations – will, we hope, provide further evidence of its value. This is not a case for power politics, which has never been a weapon in the artist's armoury and should not be used by the technician. It is simply a question of whether the architect has a contribution to make, and if so, how to establish the terms of co-operation in which it can best be made.

This has been in our minds during the recent controversy on motor roads. Mr Frederick Gibberd showed very clearly in a paper he read here at a joint meeting,[1] that as these roads penetrate the built-up areas they become more and more of an architectural problem. Traffic engineering then becomes part of the planning of buildings, of car parking and garaging in all its forms, of street blocks and of complete sectors of towns, and this in turn introduces the control of land use, problems of valuation, policing and management. If architectural and town planning advice is left out of this combined operation, even though it may neither initiate nor direct it, the gain in one form of circulation will be cancelled by the loss in others particularly for the pedestrian and the object of *all* journeys into the town will be made less attainable and less worth-while.

A foreign visitor to these shores made this satirical comment to me not long ago: 'In your towns', he said, 'you seem to have many over-employed men and a lot of under-employed motors; in your beautiful countryside there are unemployed men and a lot of over-employed machines.'

In our job as advisers on building and building development – in all its forms – our constant problem is to work towards better solutions through the actual facts of the case. This is necessary most of all in our relations with the building industry, which includes owners and developers, building and civil engineering contractors, and the manufacturers and suppliers of building materials. We cannot be all things to all men; but we should represent something definite and necessary to each section of the industry.

To do that we must be professionally independent, whether we advise government departments, local authorities or private clients. Architects have many attachments. We enjoy working on our own; but we also enjoy working with scientists and administrators, craftsmen and builders, artists and technologists of all sorts. But whatever our attachments, we strive to retain an independent outlook. Otherwise our architectural judgement is muffled, and therefore worth less, even to people who ask for it. It is this aspect of the so-called 'package deal', and of the incorporation of architects into other types of office where they cannot give objective advice to their clients (or sometimes even meet them) that causes us regret; it is not the challenge of a new form of building organisation. That could be met by new forms of professional organisation. Personally – and here I am not briefed by the RIBA Practice Committee – I should be happy to see some minor amendments to our Code, to enable a more complete technical design service to come into being.

I should also be happy to see the Institute, while remaining firmly opposed to any cheapening of design, and to any abdication of the architect's responsibility for seeing designs properly carried out, taking nevertheless every opportunity to achieve *faster and cheaper building*; and calling on its partners in the industry to support it in this – the client most of all.

In particular I should welcome a more adventurous approach, jointly with the quantity surveyors and builders, to the present complex methods of obtaining tenders.

The Past, on the whole, is comfortable. As the historian A. J. P. Taylor remarked, 'the great thing about the past is that it has happened'.

The Present, in which so many things are happening, is hardly ever comfortable. But what of the Future? Are we moving towards the millenium, or only to 1984? My colleague at University College, Professor Stuart Hampshire, spoke last July about the conflict between art and politics. He said:[1] '. . . if works of art in common with everything else, are to be judged . . . by their relevance to contemporary social problems, the absence of irresponsible experiment, of free self-discovery, will be so deadening as to make life impossible. The pressure of social conformity and social utility will be too great, and we may have more of these pathological political movements, revolutions of destruction, which the 20th century has already seen'. And he ended his talk by remarking that '. . . genuine poets or artists are, as Plato said, a subversive and unpredictable element and a nuisance in any well-knit society, in which every class of person knows his place and function'.

This made me wonder about architecture which is, in many ways, an art, a technology, and partly a science. I wondered whether architects in the future would prefer it to become more of an enjoyment or more of a bore. For architecture cannot climb as easily into fantasy as poetry or painting; although

[1] R. Nicholas and F. Gibberd: The Impact of Motorways on the Urban Environment. Paper read at joint meeting of the Institution of Civil Engineers and the RIBA, 15 March 1960.

[1] See *The Listener*, 13 October 1960.

Mr John Betjeman will tell you that every now and then it has a jolly good try. But when I came to think of it I realised that it is the headiest draught of all. Like drinking beer through a straw, it may take a long time, but it is the most intoxicating in the end.

There is nothing so relaxing to the fretted individual as creating something with his hands; and the building or rebuilding of a housing group or a town centre could have the same tonic effect on a community. When the viewing gallery is opened overlooking a site excavation, when scaffolding climbs into the sky, and rooms take shape, and great interiors like the Festival Hall or Coventry Cathedral fill with sound, then the neuroses of urban life fall away – and they do not only fall away for the moment. This is a lasting vision you have when you suddenly feel architecture around you. The problem is to get as many people as possible to *participate* in the adventure of building, and having participated to remain attached, so that the environment as a whole improves. And that of course is the problem facing us today – this deterioration of the environment in so many ways.

I am therefore quite confident that architecture will be more enjoyed in both the passive and the active sense. And if I may venture a prophesy, it is that this country will succeed in avoiding an urban landscape dominated by office buildings, as a contrast to the landscape of the Middle Ages, which was dominated by religious buildings. The growth of administration in every activity of life, and the fact that office rents bring the highest return (except perhaps for illuminated advertisements) is bound to mean an increase of tall, functional, cellular slabs and towers. What I imagine we shall *not* allow is their displacement of all other buildings of smaller bulk and greater individuality, such as clubs and music halls and theatres and small libraries and galleries, and all the varied structures that enshrine social history and provide for social leisure. But to do this will require some hard thinking (because economically they are all on the way out), on fiscal and administrative lines as well as architectural.

At the moment our leisure is punctuated by noise and congestion and by intermittent bulletins of even more disturbing news. In order to escape from the horrors of leisure, we return often quite gratefully to the joys of work. We long for the air-conditioned office after a frustrating week-end spent mainly in a traffic jam, and appreciate the desk or the work-bench to ourselves after the queue in the cafeteria, the crush in the underground, and the mass-recreation of the beach.

But in fact we are only at the beginning of an era when the pattern of leisure is going to be more varied and more significant than the pattern of work is now. With it will come a richer architecture, both domestic and public. I hope that in that golden time we shall have PLAYGROUNDS again and not what are now called ACTIVITY AREAS. I hope we shall have clubs and common rooms and playhouses throughout the country, that they will be enabled to survive. I hope the new universities and colleges will be companionable as well as distinctive groups of buildings, as in fact St Catherine's looks like being in Oxford, and Churchill's in Cambridge, and I hope Basil Spence's University in Sussex. I hope that the National Theatre also will be playing to packed houses on the South Bank of the Thames.

VOTE OF THANKS

The Right Hon. Sir Alan Lascelles, GCB, GCVO, CMG, MC, MA: There are few things in life more satisfactory than killing two birds with one stone. I am grateful for having the opportunity of performing that feat tonight. My first bird is more or less a personal one. For the past seven years, Sir William Holford and I have been colleagues on the Historic Buildings Council for England. I know very well that my other colleagues would support me when I say that, at all times and in all sorts of emergencies and dilemmas, Sir William's wise counsel and serene temper have been of inestimable value to us. So I am very glad to have this opportunity to thank him more or less in public tonight.

To compare Sir William to the Delphic Oracle would be extremely disadvantageous to Delphi. The oracle's advice was always ambiguous, often unintelligible and not infrequently had already been bought by the other side. Sir William's advice in my experience is always as clear as crystal, always practical and always wise, and, to the best of my belief, he is wholly incorruptible.

My second bird – the formal vote I have to move – is a much tougher one. It is one thing to throw irrelevant bouquets to Bill Holford in gratitude for the help he has given to our little Council, and it is quite another thing to convey to the President of the Royal Institute of British Architects the appreciation of an audience such as this for his Inaugural Address. In trying to do that, I am initially handicapped by the fact that I know practically nothing about architecture. Not long ago, I should have had to omit that word 'practically', but having sat for seven years round a table with Sir John Summerson, Sir James Mann, Mr Christopher Hussey, and Sir William Holford himself, and listened humbly but always with interest to them talking about Historic Buildings, I feel it would be ungrateful in me to pretend that I have not picked up a few crumbs of knowledge from my mentors.

It would be impertinent on my part to attempt to appraise in detail your very notable and absorbing Address. I personally found it most encouraging, and I use that word deliberately. Many of my generation, which I grieve to say is just 20 years older than Sir William's, find the idiom of present-day architecture somewhat bewildering. We continually have to remind ourselves of that wise couplet of old Sir Edmund Gosse – 'My faith in beauty shall not fail because I fail to understand.' I think a good many of my contemporaries do fail to understand that idiom, but, for my part, since listening to Sir William this evening, I am a good deal less puzzled and very much reassured. I hope that the President's Address will be widely read by a great many people. I agree with every word of it except, sir, when you said that Kubla Khan was a purely mythical person; he was no more mythical than Christopher Wren. He and Marco Polo were what, in modern language, would be called 'very close buddies'. But apart from that very slight terminological inexactitude, I do in all seriousness agree with every word you say. From the first sentence of your Address to the last, it was packed with wisdom and inspired by imagination and, if I may say so, it entirely confirms a belief I have always had, that Sir William's outstanding characteristic as an architect is that he has got the power to unite a deep respect for the traditions of the past with a sincere and practical sympathy and understanding of the problems of the present and of the future.

Surely that can be of inestimable value not only to this great Institute but to British architecture as a whole.

Consequently, I have very much pleasure in asking you, ladies and gentlemen, to approve a vote of thanks to the President for his Inaugural Address.

The Hon. Secretary: I now call upon Sir Julian Huxley to second the vote of thanks.

Sir Julian Huxley, MA, DSC: I hope that I may have been asked to second this vote of thanks as a scientist, which would be especially appropriate in this tercentenary year of the founding of the Royal Society. The Royal Society, as you doubtless are aware, originally comprised all sorts of professions. It was not narrowed to professional scientists only, and it included many others: our greatest architects, such as Wren, who if I recollect rightly was also a Fellow of All Souls. It is a sign of the times, for we are beginning to broaden out again after a period of narrow specialisation that, quite recently, All Souls has elected as a Fellow the first scientist since the time of Sir Christopher. There is a great need for this all-roundness today. Your President stressed the need for collaboration between architects and members of other professions, with engineers, with surveyors, with Government departments – though we sometimes do not get all the collaboration in return that we would like from Government departments – and with that new profession, the Planners.

Your President is one of the rather rare really all-round men, and he sees the need for all-round planning. Some of us in this country feel we are more planned against than planning, but your President plans for us. He plans for the country. He is now

Chairman of that admirable organisation, Political and Economic Planning, and he has set in motion various important schemes for planning urban areas (including the area round St Paul's) which would, if properly realised, help to make urban areas something to be proud of. He sees the need to plan for quality, for enjoyment and for fulfilment – that was the word he used in his Address – as well as for economy or mere efficiency; and to plan with love and hope as well as with hard rationality and practicality.

He sees the need for the architect to relate man to nature and town to country and buildings to landscapes, which is so extraordinarily important. We certainly need a man like him at the head of the great architectural profession. We need him very much, I think, at this present juncture.

I have just been spending three months in Africa, and though I was very much interested and stimulated to see how few boring buildings there were and how there was quite a number of really good buildings in towns like Salisbury and Johannesburg, this was somewhat tempered by the reflection of how many boring buildings and how few good ones there were to be seen in so many of our post-war urban areas in England. As an old Oxford man, I thank him for one of the few good buildings to be erected in Oxford, certainly since 1914, and, as seconder of this vote of thanks, I thank him for a witty, wise and essentially hopeful address.

The President: I am allowed, before proceeding to the next part of our proceedings this evening, to utter a word of thanks to the proposer and seconder of this vote of thanks. I do so with the most deep sincerity to Sir Alan Lascelles and Sir Julian Huxley.

Now I pass straight on to this mysterious object clothed in red velvet. This is a very pleasant part of our proceedings this evening and, I think, memorable too, because good sculpture is always memorable, and our late President, Sir Basil Spence, instead of leaving us his head on canvas, has left it to us in bronze and in the round.

He also had the good sense and the good fortune to get Sir Jacob Epstein to undertake the work of modelling and then casting it, so that the Institute is now about to enter into possession not only of a remarkable likeness and a lively record of an equally lively personality, but also of a most distinguished piece of sculpture. We are particularly pleased to have Lady Epstein with us as our guest on this occasion to share this pleasure with us.

One of Sir Jacob Epstein's first big public commissions, you may remember, was for the British Medical Association's building in the Strand, which was designed by a member of this Institute, the late Charles Holden.

Now, one of his last was this that I am now going to unveil, this strong and sensitive portrait of Sir Basil Spence.

(*The President then unveiled the bust of Sir Basil Spence.*)

Sir Basil Spence, OBE, TD, RA, ARSA, RDI: Thank you very much, Mr President, for unveiling this bust so elegantly, but I feel that I cannot let this occasion go without a tribute to the great genius, Sir Jacob Epstein. As you already know, this was his last adult bust because he did a child after this. It is actually, I believe, unfinished, because he wanted me to have one more sitting when he would have it in the plaster and probably he would have – I do not know what he would have done to it.

If I was a writer, I would have recorded those seven days; I would have written seven essays – 'conversations with a great sculptor' – and it would have been a thrilling record for me to put down, because I experienced the accumulated wisdom of a whole life devoted to beauty, the strangeness of beauty, through the genius of his tactile fingers – his fingers that somehow felt the clay and infused into the clay his own personality and his own feeling for beauty. This was a wonderfully thrilling seven days for me and I feel very privileged that, at the end of his long and very full life, I could have heard him speak about his old friends like Picasso and Modigliani, whom he knew intimately when they were young and unknown in Paris.

It gives me great pleasure to pay this tribute to a very great man and to say what an honour and privilege it was to have this experience. I think it is also an honour for the Institute to have a bust by Sir Jacob Epstein. It does not matter who it is of as long as it is by Epstein.

The President: Thank you, Sir Basil. The tribute I would like to pay and which we here this evening would like to pay is, I am sure, echoed one hundredfold in the Institute for which you did so much in the last two years.

Now, ladies and gentlemen, we have the last small ceremony this evening, which is the presentation of two Diplomas of Distinction in Town Planning to our members. The first is to the Hon. Lionel Brett, MA, FILA [*A*], and the citation is as follows:

'The Hon. Lionel Brett has been engaged in private practice as an architect and town planner since 1945. His early work in association with Mr Clough Williams-Ellis and Sir Patrick Abercrombie included development plans for Littlehampton, Redditch and Weston-super-Mare. During 1948–59 he was consultant architect-planner for Hatfield New Town and after the design of the Master Plan was approved continued responsible, with his partners, for the layout and design of the Town and Neighbourhood Centres and large sections of the housing areas. He has also carried out interesting village housing, notably at Shillingford in Oxfordshire, and his demonstration of a new high-density layout at Basildon is important.

'In all this work Mr Brett has shown a fresh approach and a rare sympathy for environmental planning, combined with great skill both in three-dimensional design and in the use of textures and colour in landscape. As the active Chairman of SPUR and tireless advocate in support of the architect's role in town planning, his lucid and incisive criticism has greatly influenced thought and action in and outside the profession. It is for these acknowledged qualities that the RIBA awards Mr Brett this Distinction in Town Planning.'

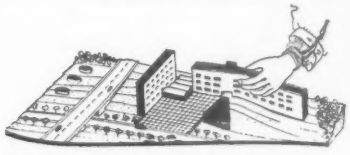
The second is to Mr Leonard G. Vincent, CBE, DIPTP, AMTPI [*A*], and the citation is as follows:

'Mr Leonard Vincent is awarded the Distinction in Town Planning for his work, the town centre of Stevenage.

'After acting as Deputy Chief Architect-Planner to the Stevenage Development Corporation, he was appointed, in 1954, the Chief Architect-Planner.

'The town centre is a distinguished design. Functionally it solves the pedestrian/traffic conflict, the chief problem of all centres: aesthetically it is a consistent, modern design with all the interest, variety and charm of the traditional English town centre. A splendid feature is the central square, in which Mr Vincent has used water, trees, sculpture and advertising as integral elements of an architectural scene.

'The Award endorses the generally accepted view that Stevenage centre is one of the most successful in Europe.'



CPRE at Weymouth 14–16 October

Report from our Correspondent

The Annual Conference of the Council for the Preservation of Rural England was a refreshingly positive affair. The 'Preservation' in the title is obviously in the process of undergoing a sea change and turning into something much more constructive. Many delegates seemed to realise that the countryside was a living, changing organism and that while we could influence these changes for better or worse, we could not hope to arrest them, even if it were desirable to do so.

The conference was the first to be held in the new Weymouth Pavilion whose exterior although gay, looks rather out of place in the charm and elegance of Weymouth.

There were three papers and as these will be published in due course by the CPRE it is proposed here only to summarise a few of the more interesting points made by the speakers.

Dr G. P. Wibberley of Wye College spoke on 'Agriculture and the Spread of the Town'. He referred to his recent book on the subject and said that there had been a loss of agricultural land, mainly to urban use, since the beginning of the century, amounting to about 7 per cent of the total area of England and Wales. The process was accelerating. In considering the possible replacement of the lost agricultural potential, it was usually at least as economic to reclaim land, if this could be added to existing farms, as it was to intensify production of existing agricultural land, which involved higher skill in management.

The value of farms was going up rapidly, particularly near large centres of population where owners were presumably hoping to be allowed to develop all, or part, of the land.

Wye College had now evolved a system of evaluating land which was capable of comparing differences in the capitalised value of the agricultural products with differences in the capital value of urban development on those sites. This could give a valuable check in considering alternative sites for urban expansion.

Mr R. L. Stirling, the County Planning Officer of Lincolnshire (Lindsey), spoke on 'Village Planning'. He said that the price of

all building land near to towns had rocketed in the last year or two and developers were beginning to search in villages further afield. Planning authorities were being bombarded with applications in villages well beyond the green belts. There was an urgent need for a more clearly defined national policy coupled with more detailed village plans and a firmer degree of control.

Professor J. A. Steers of Cambridge spoke on 'Coastal Preservation' and almost rivalled Mr Percy Johnson-Marshall [*A*] in the number of slides he showed – mainly of cliff scenery. He only used two projectors, however.

He gave the general impression that spoliation of the coastline was proceeding at a slower pace than before the war, but that the position was still serious and needed constant watching. Power stations, tank farms and ore dumps were not the only danger. Huts and caravans were still being allowed in the wrong positions and ribbon development along the coast was still going on.

Buildings should be grouped, away from the actual coastline if possible, placed in inconspicuous positions and protected by planting. The cliff path should never be blocked.

The CPRE, as a body, was very concerned with the proposed Coastal Charter which was now being drafted. It was hoped to persuade the Minister to take really effective action.

Royal Commission on Local Government in Greater London: Summary of Recommendations

The following is a summary of the recommendations.[1]

Structure

For local government purposes in this area there should be constituted a number of Greater London Boroughs and a Council for Greater London.

The Greater London Boroughs

The Boroughs should be the primary units of local governments and should perform all functions except those which can only be effectively performed over the wider area of Greater London. The needs of the wider area will make it necessary for concurrent or supplementary powers to be conferred on the Council for Greater London in relation to some aspects of environmental health and housing. Subject to this, the Boroughs should be responsible for:

> Housing, Personal Health, Welfare and Children's Service (other than Ambulances), Environmental Health (other than Refuse Disposal), Roads (other than Main Roads), Libraries, and they should have important functions in regard to education and planning.

They should have the status and constitution of municipal boroughs.

They should as a rule be within the population range of 100,000 to 250,000 and the necessary amalgamations should be broadly on the lines indicated in our Report.

The City of London

The City of London should be treated exceptionally. It should be a Greater London Borough and should receive the additional functions proposed for these.

The Greater London Council

The Greater London Council should be the education and planning authority: statutory provision should be made for a distribution of functions between the Council and the Boroughs in the administrative discharge of these responsibilities. The Council should also be the authority for traffic, main roads, refuse disposal, and the fire and ambulance services. It should also have certain concurrent or supplementary powers for housing, the provision of parks and open spaces and of entertainments, main sewerage and sewage disposal, and land drainage.

The Council should set up an Intelligence Department to collect, collate and disseminate information relevant to the performance of local government functions in Greater London.

Intelligence Departments

Because it is not likely to be possible to have more than one absolutely first-rate organisation concerned with research into the urban problems of Greater London, the report recommends that the proposed Intelligence Department should serve both the Greater London Council and the Boroughs. Nothing is said, however, about architectural research or development within the Intelligence Department.

Town and Country Planning

The Council for Greater London should be responsible for the constant study and periodic revision of a Greater London Plan and the Boroughs should be responsible for granting or refusing applications for planning permission, except where the applications involve departure from the development plan. But certain town planning applications such as tall buildings, buildings that would increase office employment, buildings in historic areas, or buildings that would involve the major replanning of highways should be dealt with centrally. The Minister of Housing and Local Government should therefore be empowered to designate (1) the 'central area' and (2) 'special planning areas' within which types of application to be specified in the order would be dealt with by the Council for Greater London. The report does not refer to the existing comprehensive development area procedure, or make it clear which authority would be responsible for it in future.

Main highways would be the responsibility of the Council for Greater London authority as the local planning authority. In respect of all other roads the Greater London Boroughs would be the highway and improvement authority: the responsibilities of the engineer, the architect and the planning officer at the Borough or Greater London Council level are not discussed in the report.

Housing

The Report does not recognise that any special contribution has been made by the LCC or any other architects' department, or consider how this work should be continued. Its view of the quality of housing in London is that 'some of the best has been done by some quite small authorities, and some of the dullest and least imaginative by large authorities'. It does not mention the fact that most of the existing lower authorities have no independent architects' departments. It recommends that the Council for Greater London should have powers to build for overspill outside Greater London, or to build inside Greater London either, (*a*) to carry out redevelopment schemes that extend over more than one borough or are too large for the resources of a single borough, or (*b*) to build for one Borough in the area of another.

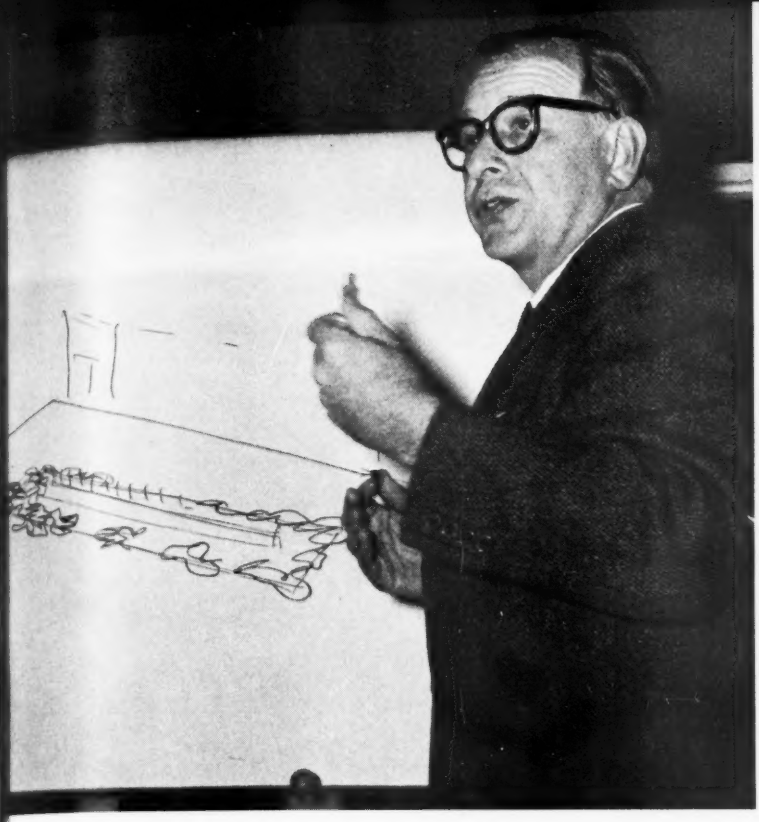
Education

The Report says: 'Plans for schools should be worked out between the professional officers of the Council and the Borough. In some cases it may be convenient for plans to be prepared by the Council, in others by the Borough. This should be a matter of arrangement, but we hope that the maximum possible use will be made of Borough facilities. The professional officers of the Borough should be made responsible for the supervision of the actual work; with their responsibilities for housing, planning, redevelopment, health and welfare the Boroughs will require to have competent architectural staff'. Maintenance should also be the responsibility of the Boroughs. The Report does not consider whether the 'competent architectural staffs' should be in independent architects' departments or whether staffs of the required calibre could be obtained by the boroughs.

Control of Building

The Report describes the two different systems operating in Greater London, i.e. that of the LCC and that which is common to the rest of England and Wales, but makes no recommendation on the superiority of either system, because the Ministry is reviewing the whole system of building control. It suggests, (*a*) that whatever system is settled for the country as a whole should apply in Greater London, and (*b*) that it would probably be best for building regulations or bye-laws to be made by the Council for Greater London and administered by the Greater London Boroughs.

[1] *Royal Commission on Local Government in Greater London*, published by HMSO, price £1 8*s*.



Eliel Saarinen said of his son Eero, 'When he was eight he could do perspective drawings'. On his visit here last November Mr Saarinen gave an interview to the Press at the new US Embassy and explained his design and construction with the help of quick simple sketches.

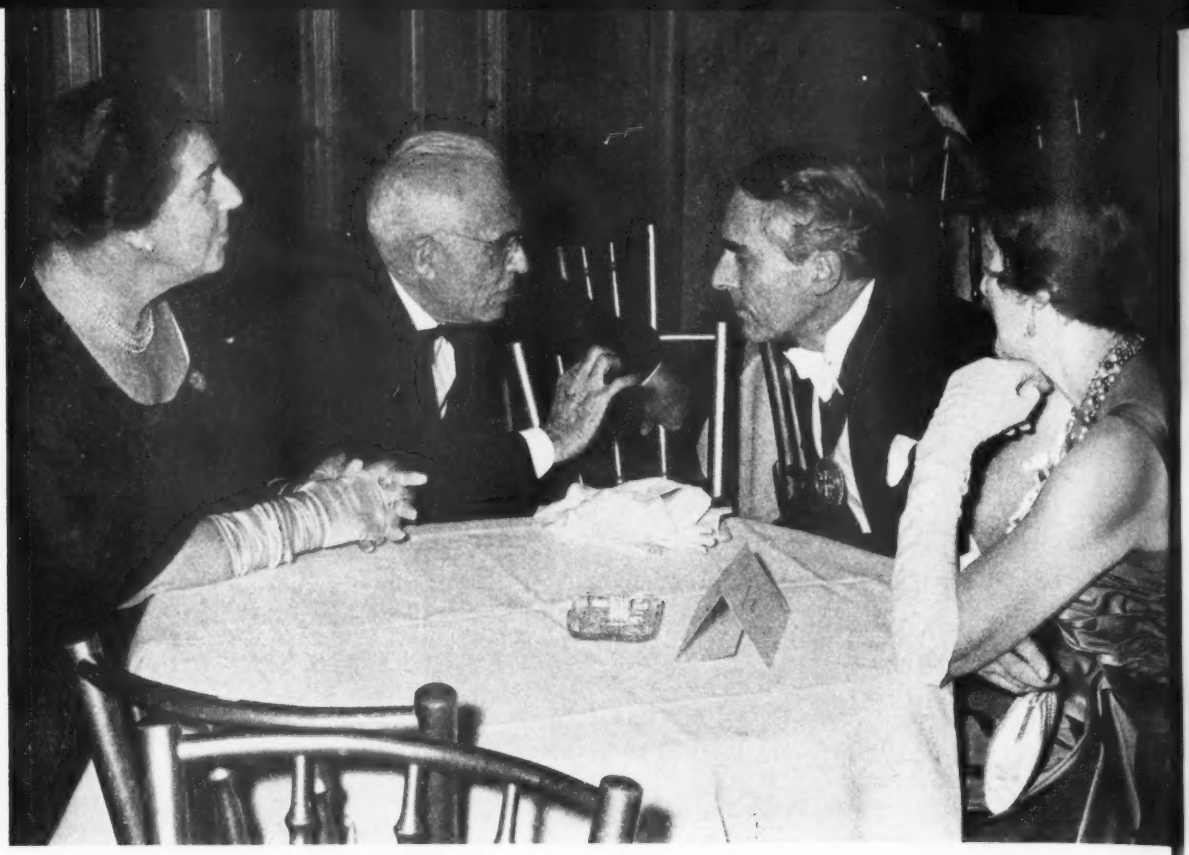
As some architects in this country are already aware, visual aids can be very effective in getting across to reporters what there is about a new building to interest the public.

The smaller picture shows Eero Saarinen with Mr Cyril Mardall of Yorke, Rosenberg and Mardall [*FF*] who acted in collaboration.

On 2 November His Excellency the French Ambassador presented prizes, certificates and medals to students of the British Schools who had been successful in the 1960 competition organised by the Franco British Union of Architects. The subject was 'A Bank'.

Mr Hector Corfiato who has recently retired from the Chair of Architecture in the University of London, was present to see three of his Bartlett students receive the first, second and third prizes. They were Mr G. Thorpe, Mr G. John and Mr R. J. Faircliff respectively.

Mr Corfiato is seen with M. Chauvel with behind them Lt-Col. Cart de Lafontaine in the Aston Webb Room at the R I B A where the presentation was held.



RIBA Ball

Over 1,000 tickets were sold for the Ball held at the RIBA on 28 October, and the hard work of the Social Committee culminated in a most successful evening. The photographs record the different moods: Madame and Professor Nervi at table with the President and Lady Holford; the bar in the 'night spot'; the Barry Exhibition in the Library; the Reyner Banham Quiz – won by Mr E. Maxwell Fry (prize, a bottle of champagne). On the facing page: Eric Silk's Southern Jazz Band, the décor by BASA; couples dancing and a cosy supper party.

Photographs: John McCann

International Union of Architects

La Commission d'Exercice de la Profession de l'Architecte

Many of the problems which are facing the profession in this country are amongst those being investigated on an international basis by the Professional Practice Committee of the International Union of Architects.

So far the Commission has issued two questionnaires. The first was sent to 29 countries. Amongst the questions, the following are typical:

What is the population of your country and what is the number of architects?

Is the title 'Architect' controlled in any way or is it entirely free?

Is there a register or official architectural organisation in existence?

The second questionnaire was far more detailed and contained some 30 questions and was sent to a wider range of countries.

These questions were designed mainly to find out how the architect carried out his work, and how he was remunerated. The following are typical of the questions asked:

Is the architect consulted in the choice of site?

Does he do the working drawings, including constructional and electrical engineering?

Is he involved in the financing of the building operation?

Does he organise the respective building trades or does he use a general contractor?

Is there an official Scale of Charges?

If so, is it a differential scale depending on building types or does it get smaller as the cost increases?

The answers to these questionnaires are not yet complete, but at the last meeting of the Commission held in Madrid earlier this year, an analysis was made of the answers received up to that time. The final report of the Commission will be presented to the Assembly of the IUA which will meet in London at the time of the IUA London Congress next summer. Although the information received is not yet complete, some interesting facts begin to emerge. One of the most interesting facts is the proportion of architects per head of population. A few random examples will show that this varies from country to country.

Belgium	1	architect	per	1,500	inhabitants
Norway	1	,,	,,	2,900	,,
Gt. Britain	1	,,	,,	3,100	,,
W. Germany	1	,,	,,	4,300	,,
Holland	1	,,	,,	4,400	,,
France	1	,,	,,	5,200	,,
USA	1	,,	,,	7,600	,,
Brazil	1	,,	,,	21,600	,,
Algeria	1	,,	,,	33,300	,,

The interesting point to note about the lowest ratio, that of Belgium, is that of the 8,000 architects in the country, only 2,000 are described as architect (*fédérés*) and 6,000 are (*immatriculés*) comprising architects and civil engineers. This highlights the whole problem of a technician level within the profession. Whilst it is too early to say how many countries have a technical level of assistants, it does appear as if the majority of countries have this two-level profession.

Of the replies received to date, only in two countries is it obligatory to use an architect in all building work, namely in Spain and Belgium.

The question of a differential fee, which is very much to the fore in the profession in this country at the moment, is by no means uncommon abroad, as the following random examples will show.

Belgium, Spain, Hungary and the Netherlands have a differential fee by type of building.

Venezuela, the Netherlands, Brazil, Spain, France and Hungary have a scale which reduces as the cost of the building increases.

It is interesting to note that architects in Brazil, France and Venezuela do not normally employ a general contractor, but organise all the building trades themselves. In France constant supervision is expected of the architect and is included in his fee, which averages about 9 per cent.

In most countries the architect is forbidden to act as a builder, though it is permitted in Brazil, Spain and Venezuela. In Spain, however, if an architect acts as a builder, he does not draw any architect's fees and in Venezuela, although it is permitted, it is not a common practice.

A unique example of complete control of the architectural profession is to be found in Spain by the Spanish College of Architects, which is the equivalent of the RIBA and ARCUK rolled into one. A brief description of this quite remarkable institution is as follows:

The College of Architects was established by law in 1929 by the monarchy and upheld by Franco. It is obligatory to be a member of the College in order to practise as an architect. It is obligatory to use an architect in the construction of a building. The Colleges are controlled by a central elected body known as the Consejo Superior de los Colegios de Arquitectos. Under this central body there are regional colleges throughout Spain. The largest of these is naturally in Madrid, and it was this College which the Commission inspected. Many of the functions of the College are similar to a combined RIBA and Registration Council, but there are several quite unique differences, especially the following:

1. The agreement between the client and the architect, including the fees to be charged, has to be submitted to and approved by the College.
2. The work of the architect, including ALL drawings, specifications, estimates, etc., has to be submitted to and approved by the College before the architect can draw any fees.
3. All fees are collected by the College and passed on to the architect, less a percentage which is retained and takes the place of a subscription.
4. The legal section of the College goes to Court in all matters affecting the architect, including litigation on fees, amendments to regulations and laws dealing with architecture and building.
5. Pensions to widows of architects are paid from the funds of the College.

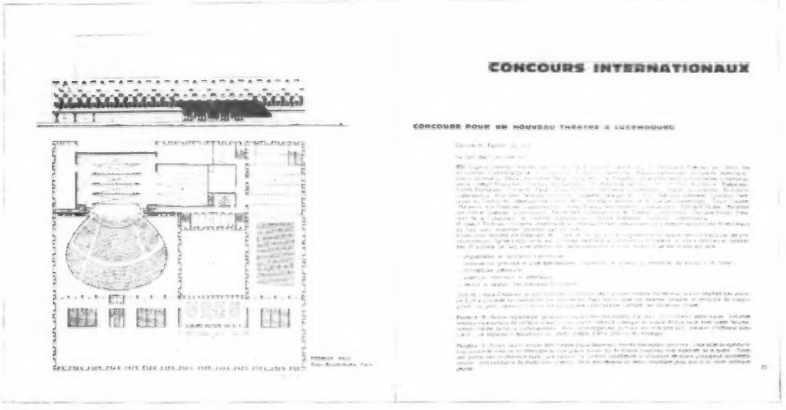
The control which the College exerts is virtually complete. It aims to protect the architect against hard bargaining clients, and the client against overcharging and poor service by the architect. It prevents the architect from doing $\frac{1}{4}$ in. scale drawings only and leaving everything to the contractor, since the College would not pass the plans and the architect would get no fees. It also prevents undercutting of fees by architects.

Any system is open to abuse, and there are ways of getting round these regulations if an architect wishes to do so. The efficient functioning of such a system must ultimately depend on the ethical standard of the architect members. In spite of initial prejudice, that in the political climate of a dictatorship such a system was nothing but a complete racket, the evidence shown to the Commission did not support this view. The ethical standards appeared high, and there was a determination to stamp out any malpractices. The realisation of the social significance of the architect appeared as high as in other countries.

The attention of all architects who propose to attend next year's IUA Congress in London is drawn to the IUA *Revue d'information*. This is a bi-monthly bulletin in French which gives an account of the Union's activities and illustrates IUA competitions and architecture in member countries. It is a well-designed publication, averaging 36 pages, $8\frac{1}{4}$ in. by $8\frac{1}{2}$ in. (specimen illustrated). By taking out a subscription, members would be giving support to the IUA and also obtaining useful background information prior to the Congress.

Rate: 18 N.F. for six numbers (price subject to review).

From: Secretary-General of the IUA, 15 Quai Malaquais, Paris VIème, France.



Diary of Events

MONDAY 12 DECEMBER, 6 p.m. Library Group Sherry Party.

TUESDAY 13 DECEMBER, 6 p.m. General Meeting. *Architectural Misconceptions of Engineering*, by Mr A. J. Harris, BSC(ENG), MICE, M CONS E.

FRIDAY 23 TO TUESDAY 27 DECEMBER inclusive. RIBA offices and Library closed for Christmas holidays.

WEDNESDAY 28 and THURSDAY 29 DECEMBER, 3 p.m. Christmas Holiday Lectures. *Neighbourly Houses, modern houses and their environment*, by Mr Eric Lyons, OBE [*F*].

TUESDAY 10 JANUARY, 6 p.m. General Meeting. Announcement of Award of Prizes and Studentships. *Modern Architecture and the Historian or the Return of Historicism*, by Professor Nikolaus Pevsner, CBE, PHD, MA, FSA [*Hon. A*].

Notes and Notices

NOTICES

Second General Meeting, Tuesday 13 December 1960 at 6 p.m. The Second General Meeting of the Session 1960–61 will be held on Tuesday 13 December 1960 at 6 p.m. for the following purposes:

To read the Minutes of the Inaugural General Meeting held on 1 November 1960; formally to admit new members attending for the first time since their election.

Mr A. J. Harris, BSC(ENG), MICE, M CONS E, to read a paper on 'Architectural Misconceptions of Engineering'.

(Light refreshments will be provided before the meeting.)

Third General Meeting, Tuesday 10 January 1961 at 6 p.m. The Third General Meeting of the Session 1960–61 will be held on Tuesday 10 January 1961 at 6 p.m. for the following purposes:

To read the Minutes of the Second General Meeting held on 13 December 1960; formally to admit new members attending for the first time since their election.

To read the Council's Deed of Award of Prizes and Studentships 1961.

Professor Nikolaus Pevsner, CBE, PHD, MA, FSA [*Hon. A*], to read a paper on 'Modern Architecture and the Historian or the Return of Historicism'.

(Light refreshments will be provided before the meeting.)

Session 1960–61. Minutes I. At the Inaugural General Meeting of the Session 1960–61, held on Tuesday 1 November 1960 at 6 p.m., Sir William Holford, MA, PPTPI, FILA, President, in the Chair.

The meeting was attended by about 180 members and guests.

The Minutes of the Ninth General Meeting of the Session 1959–60 held on Tuesday 21 June 1960 having been published in the JOURNAL, were taken as read, confirmed and signed as correct.

The President delivered his Inaugural Address of the Session. On the motion of the Right Hon. Sir Alan Lascelles, GCB, GCVO, CMG, MC, MA, seconded by Sir Julian Huxley, MA, DSC, a vote of thanks was passed to the President and was briefly responded to.

The President, having alluded to the services of the immediate Past President, then unveiled and formally presented to the Institute the bust of Sir Basil Spence, OBE, TD, RA, ARSA, RDI [*F*], by the late Sir Jacob Epstein, KBE, DCL, LLD [*Hon. A*].

The President then presented Diplomas in connection with the RIBA Award for Distinction in Town Planning to the Hon. Lionel Brett, MA, FILA [*F*], and Mr Leonard G. Vincent, CBE, DIP TP, AMTPI [*A*].

The proceedings closed at 7.10 p.m.

Election Void. Under the provisions of Bye-law 17 the election as Associate of the following has been declared void: Royce Woolloton Baxter.

The RIBA Appointments Department. Members and Students of the RIBA and the Allied Societies are reminded that the services of the Institute's Appointments Department are available to employers requiring assistants and to assistants seeking salaried employment.

Employers are invited to notify the Secretary of vacancies in their offices, giving details of the work to be done, the qualifications required and salaries offered.

Assistants should preferably call at the offices of the Appointments Department, but if this is not practicable they should obtain from the Secretary an application form, which when completed and returned to the Institute will enable the Department either to send the applicants particulars of vacancies suitable to their qualifications and requirements or submit their names for vacant posts.

Members and Students seeking official appointments should note that normally these are fully advertised in the weekly professional press, and that therefore the Appointments Department do not as a rule notify them to those on the register.

The Institute will also be glad to advise on most matters concerning architectural employment, including overseas appointments.

The IUA Congress, 1961. The IUA Congress, 1961, the theme for which will be 'New Techniques and Materials – Their Impact on Architecture' will be held in London from 3–7 July 1961. This will take the place of the British Architects' Conference. Those wishing to obtain further particulars and application forms for the Congress should complete and return the form enclosed with this JOURNAL.

Members and Professional Affixes. The Council's attention has been called more than once to the practice among some members of adding a string of letters of doubtful value to the affix indicating membership of the Royal Institute on their letter paper.

This is a matter in which the Council obviously cannot dictate to members, and must trust to their good sense. It should be obvious, however, that the affix of a chartered body of high standing is weakened in effect by the addition to it of a string of other mysterious designations, some of which probably indicate no more than the payment of an annual subscription.

RIBA Award for Distinction in Town Planning. The RIBA Award for Distinction in Town Planning, which is the only award in town and country planning bestowed by the RIBA, is by conferment only and is limited to Fellows, Associates and Licentiates of the RIBA. Outstanding work in the design and layout not only of individual buildings, but of groups of buildings, is recognised. The Award is made for actual planning work, and while not primarily intended for housing layouts, such layouts of groups of buildings are not excluded.

Recommendations are submitted to the Council by a Standing Committee set up for the purpose. Personal applications by candidates are not entertained; the name of a candidate must be submitted by three or more sponsors, themselves members of the RIBA, who are required to submit details of the candidate's professional qualifications and experience and evidence of the candidate's actual planning work. Nominations may be made twice annually, on 1 March and 1 November, and must be addressed to the Secretary, RIBA, 66 Portland Place, London, W1.

Members upon whom the Award has been conferred are entitled to use the designation 'RIBA Award for Distinction in Town Planning', and it is advised that this should be used in full, or the affix 'Dist. TP' used after the initials 'FRIBA', 'ARIBA' or 'LRIBA', according to the class of membership.

Building Surveying Examination. The RIBA Examination qualifying for candidature as Building Surveyor under Local Authorities will be held at the RIBA on 12, 13 and 14 April 1961. Applications for admission to the examination must be made not later than 17 February on the prescribed form to be obtained from the Secretary, RIBA.

Competitions

Note. An applicant for the conditions of a competition must state his registration number.

New County Offices, Reading. The Royal County of Berkshire intend to promote an architectural competition for new County

Offices on a site in Reading bounded by Abbot's Walk, Abbey Street and the Abbey ruins, at a cost not exceeding £700,000.

Assessor: Mr Frederick Gibberd, CBE, MTPI, FILA [*F*]. Particulars will be published shortly.

Royal Welsh National Eisteddfod, Maelor, 1961. Among the competitions being organised in connection with the Royal National Eisteddfod, 1961, are the following:

Competition No. 181. Indoor swimming baths for a town of 50,000 population. Prize £50.

Competition No. 182 (open only to students of architecture). House with four bedrooms and connected with it a dwelling house for an elderly person. Prize £25.

Competition No. 183. Town Planning Competition. Sports Stadium. Prize £50.

The general conditions relevant to this section of the Eisteddfod specify that all entrants must be Welsh, or working in Wales or born in Wales.

The adjudicators for these competitions are Mr A. G. Sheppard-Fidler [*F*] and Mr Anthony Clarke [*F*], President of the North Wales Architectural Society.

Full particulars can be obtained from the General Secretary, The Royal National Eisteddfod of Wales, High Street, Rhos, Wrexham.

Design of Wooden Office Furniture. Last day for submitting designs in the first stage: 28 February 1961. Last day for the second stage: 14 September 1961. Full particulars were published in the JOURNAL for October, page 463.

Harlow Development Corporation; Competition for Houses and Flats. Last day for submitting designs: 6 March 1961. Full particulars were published in the JOURNAL for July, page 334.

New County Offices at Newtown St Boswells. Last day for submitting designs: 31 March 1961. Full particulars were published in the JOURNAL for May, page 245.

The Westminster City Council intend to promote an architectural competition for redevelopment for housing purposes of a site bounded by Vauxhall Bridge Road, Churton Street, Tachbrook Street and Rampayne Street, having a total area of about 13 acres.

Assessor: Mr Philip Powell, OBE, AADIPL [*F*]. Particulars will be published as soon as available.

Redevelopment of Piccadilly Circus. Last day for submitting designs: 16 January 1961. Full particulars were published in the JOURNAL for September, page 421.

COMPETITION RESULTS

New Town Hall, Wokingham

1. (£1,000) Mr John G. Fryman [*A*].
2. (£500) Messrs Grenfell Baines and Hargraves [*F/AA*], in association with Mr David Rock [*A*] and Mr Robert Smart [*A*].
3. (£250) Mr William Ryder [*A*].

Commended: Mr G. E. Schoon [*A*], Mr Martyn Wheatley [*A*].

All-Gas House Competition

1. (£250) Mr A. Clayton [*A*] and Mr T. E. Adams [*A*].
2. (£150) Mr Allan M. Clissold [*A*].
3. (£75) Mr A. S. Matheson [*A*].

Commended: Miss Alice Harter [*A*]; Mr John Bartlett [*A*] and Mr Tony Leitch [*Student*]; Mr N. G. A. Pearce [*A*]; Mr Brian Cobb [*A*].

Exhibition Stand: The National Federation of Clay Industries

1. (£150) Mr Trevor Hubert Anson [*Student*].
2. (£50) Mr Graham Pryce Thomas [*A*].
3. (£25) Mr G. D. Baker [*A*], Mr D. C. W. Vane [*A*] and Mr M. J. Gooding [*Student*].

Board of Architectural Education

The Tite Prize and Soane Medallion Competitions. The attention of intending competitors is called to the fact that the closing date for the submission of forms of application for the Tite Prize is the 13 January 1961.

The Tite Prize, a certificate and the sum of £100 for the study of the Architecture of the Italian Renaissance, is confined to *Probationers* and *elected Students* of the RIBA and elected Students of Dominion Allied Societies who have passed the RIBA Intermediate or equivalent examination, or produce certificates from members of the RIBA to the effect that they have reached the required standard. Students who have passed the RIBA Final or equivalent examination at the time of the *en loge* competition are not eligible to compete.

Under the arrangements for the competition only one *en loge* competition will be held. This will take place in London and at non-Metropolitan centres on Tuesday 14 March 1961.

The Soane Medallion, and the sum of £120. The competition is confined to members of the RIBA and of the Allied Societies Overseas and elected Students of the RIBA and of the Allied Societies Overseas, who have passed the RIBA Final or equivalent examination or who have produced certificates from members of the RIBA to the effect that they have reached the required standard. With regard to the RIBA Final or equivalent examination, Students need not have passed the Professional Practice Examination to be taken after twelve months' practical experience.

The *en loge* competition for the Soane Medallion will be held on the same day as that for the Tite Prize, i.e. Tuesday 14 March. The closing date for the submission of forms of application is the 13 January 1961.

Forms of application for admission to the competitions may be obtained at the RIBA.

Exhibition of Drawings of Students exempted from the Intermediate and Final Examinations. Certificates of Merit awarded as follows: Intermediate Examination: J. L. Wynne (Edinburgh College of Art), A. L. MacDonald (Dundee College of Art), R. E. Clarke (Regent Street Polytechnic); Final Examination: D. L. Telfer (University of Durham), D. B. Walker (Dundee College of Art), J. L. Taylor (Leeds School of Architecture and Town Planning), E. Lewis (Liverpool University School of Architecture), G. W. Janssens (Regent Street Polytechnic).

RIBA Prize for Art Schools and Technical Institutions with Facilities for the instruction of intending architects. Prize (£10 in books) awarded to J. Cossins (South West Essex Technical College) and Certificate of Honourable Mention awarded to A. Butterworth (Manchester Regional College of Art).

Allied Societies

Changes of Officers and Addresses

Northamptonshire, Bedfordshire and Huntingdonshire Association of Architects. Northamptonshire Branch. Mr C. C. Lloyd [*Student*] has resigned the Hon. Secretaryship of the Branch. Communications for the Branch should be addressed to Mr Brian Bunch [*A*], Chairman of the Branch, Borough Architect's Office, Guildhall, Northampton.

Northern Architectural Association. Cumberland Branch. Chairman, A. R. C. Johnston, B ARCH [*F*].

Institute of Northern Rhodesian Architects. President, W. F. Faulds [*A*]. Hon. Secretary, P. L. Robson [*A*], c/o PO Box 711, Kitwe, Northern Rhodesia.

Mr R. C. Pearce [*A*] has resigned the Hon. Secretaryship of the *Plymouth Branch* of the *Devon and Cornwall Society of Architects* on taking up an appointment with the Lancashire County Council. Correspondence for the Plymouth Branch should be sent to the Chairman, Mr Donald C. H. McDonald [*A*], Slade Mill, Cornwood, Ivybridge, Devon, until further notice.

Essex, Cambridge and Hertfordshire Society of Architects. Annual Dinner. The Society held its annual dinner on 14 October at the Haberdashers' Hall, London. The President, Mr James L. Caldwell [*F*] was in the chair. The RIBA was represented by the President, Sir William Holford, and the Secretary, Mr Gordon Ricketts. Among the guests was the Rev. Canon James H. Humphries, Chairman of the St Alban's Diocesan Advisory Committee for the care of Churches.

Mr Caldwell proposed the toast of the RIBA and Allied Societies to which Sir William Holford replied. Mr R. O. Foster, JP [*F*], a Past President of the Society, proposed the toast of the Patrons of Architecture and the Rev. Canon Humphries replied. The toast of the guests was proposed by Mr Clifford E. Culpin, OBE [*F*], and Mr Gordon Ricketts responded.

Entertainment was provided during the evening by Mr Geoffrey Walls of The Linden Singers.

General Notes

The Manchester Building Centre. The Manchester Building Centre held its first formal function on 27 October, when Sir Basil Spence paid an official visit to the Centre, as President of The Building Centre, London. Among the guests were The Lord Mayor of Manchester; Mr Gordon Ricketts, Secretary RIBA; Mr Trustram Eve, President RICS; Mr G. D. Swayne, President Institute of Builders; Mr R. Nicholas, Senior Vice-President TPI, City Surveyor, Manchester; and Mr T. V. Prosser, Past President, NFBTE. Over 100 regional Presidents and Chairmen of societies and institutions in the building industry were also present.

The Lord Mayor of Manchester in his speech said how fortunate industry was to have a Building Centre in the North at a time when so much building work was being undertaken in the area.

Sir Basil Spence said that The Manchester Building Centre was the first legitimate child of The Building Centre, London; although the Centre is completely independent and has its own Council. He urged all those connected with building – and particularly architects – to make full use of the Centre now that it was established.

Mr Haydn Smith [*F*], Chairman of The Manchester Building Centre, said that Manchester was the focus of a large region and the Centre had completely different opportunities from those which exist in London. As soon as the additional space, which the Centre has already leased, becomes vacant, it is hoped that many professional and other societies will come under the roof of the Centre, and The Manchester Building Centre would then become the complete focus for all those connected with building in the North of England.

The lecture room, which was used for the first time for this occasion, had been designed so that it could also be used as an exhibition gallery and it is hoped to stage there many of the exhibitions hitherto shown only in London.

The Centre is open daily from 9.30 a.m. to 5 p.m. (12 noon on Saturdays). Admission free, and the address is 115 Portland Street, Manchester 1. Telephones: Management: Central 9802; Information: Central 6933.

The Marley Lecture. The Yerbury Foundation's annual Marley Lecture given by Mr Minoru Yamasaki at the RIBA on 15 November was well attended and enthusiastically received. The panel of British architects who took part in a discussion following a paper and showing of some brilliant slides by Mr Yamasaki consisted of Mr Bryan Westwood [*F*], Sir Hugh Casson [*F*], Mr P. Johnson-Marshall [*A*] and Mr Peter Shepheard [*F*]. Mr Owen Aisher was in the Chair.

In announcing the lecture in the November JOURNAL it is regretted that Mr Denys Lasdun's name was included in error in the panel.

Architectural Tour of South and North America. A note on the proposed tour under the auspices of the RIBA appeared in the May JOURNAL. The travel agency responsible for the organisation of the tour has now prepared an itinerary for an Architectural Study Tour by air of Latin and North America for members of the RIBA and allied professions. The basic cost per person will be £492 (single rooms can be booked for an extra £28). The tour would last from 22 February–14 March. Contacts have been established with the national associations of architects in Brazil, Venezuela, Mexico and New York, and these bodies have expressed their pleasure in being asked to co-operate in local arrangements for architectural study tours. English-speaking guides would accompany the party. A brief outline of the proposed itinerary is given below:

22 February: Departure by jet from London Airport at 16.00 hrs. 23rd: arrival at Rio de Janeiro. Sightseeing tour 'Above and About Rio'. 24th: Tijuca and Corcovado scenic tour. 25th: Study tour conducted by representatives of the Brazilian Institute of Architects. 26th: Departure by air for Brasilia. 27 February–1 March: Study Tours conducted by representatives of the City Planning Committee. 2nd: São Paulo, sightseeing tour. 3rd: Study Tour conducted by representative of the Brazilian Institute of Architects. 4th: Departure for Caracas. 5th: Tour of the city. 6th: Study Tour conducted by representative of the Venezuelan Institute. 7th: Departure for Mexico City. 8th–10th: Study Tours conducted by representative of the Mexican College of Architects, and tour including visit to Aztec monuments, etc. 11th: Departure for New York. 12th and 13th: Tour of City and Study Tour. 14th: Departure for London; arrival at London Airport 21.20 hrs.

More details of the programme can be supplied on application. Those interested should write to The Secretary, UK Committee of the International Union of Architects, 66 Portland Place, London, W1, *before* 15 *December* 1960.

Manufacturers' Trade and Technical Literature Competition. The success of this competition is well established and for the fourth time the RIBA and The Building Centre are jointly sponsoring the 1961 competition. The Jury nominated by the President, RIBA consists of Mr G. Grenfell Baines, OBE [*F*], Mr Bruce Martin [*A*], Mr R. T. Walters [*A*] and Mr Bryan Westwood [*F*].

Conditions can be obtained from The Building Centre, 26 Store Street, London, WC1, and entries must be received there not later than noon on 15 April 1961.

University College, London. A Reunion Dinner will be held at the College on Friday 17 February 1961 for former undergraduates or postgraduates who entered the College before 1918. As the number of places will be limited, early application should be made for invitations to the Dinner and should be addressed, in any case before 31 December, to the Assistant Secretary, University College London, Gower Street, WC1.

Duke of Edinburgh's Award Scheme. Members of Allied Societies may be interested to learn that the RIBA have, on consultation with the Award office, drawn up a syllabus for Architectural Appreciation for the first, second and third series of the Award schemes.

The aim of the Duke of Edinburgh's Award Scheme for Boys is defined by the Secretary, Sir John Hunt, as an incentive and an encouragement to discovering and developing the natural interests and aptitudes of the individual by tasks demanding art or craftsmanship and other creative activities. The role that adults can play in the scheme is to come forward to coach, encourage and watch the boys' progress. This partnership, through the medium of a common interest in a worthwhile pursuit, is, says Sir John Hunt, the essence of the matter.

Members wishing to help in this activity should get in touch with the Education Office of their Local Authority, with the request that their offer be conveyed to any schools or youth organisations partici-

Sir Basil Spence with The Lord Mayor of Manchester, Alderman Donovan. Behind are, *left to right*, Mr Haydn Smith, Chairman of The Manchester Building Centre, Mr Frank Yerbury, Director of The Building Centre, London, and Mr John P. Griffiths, Director of The Manchester Building Centre, on the occasion of the official visit of Sir Basil Spence on 27 October 1960

pating in the scheme. Copies of the syllabus can be obtained from The Duke of Edinburgh's Award, 32 Bryanston Street, London, W1.

Ministry of Housing and Local Government: Awards for Good Design in Housing Competition, 1961. With the object of encouraging a high standard of design and layout in housing schemes, the Minister of Housing and Local Government has decided to hold in 1961 the first in a new series of competitions entitled 'Awards for Good Design in Housing'. The competition will be held in collaboration with the Royal Institute of British Architects and is open to schemes commissioned by public authorities (except Government Departments), new town development corporations, housing associations and private enterprise.

The Minister will award medals and diplomas on the recommendations of Awards Committees. One Committee will be set up in each of four regions in England; there will be a separate Committee for Wales. Each Committee will consent of three members:
(*a*) two architects (one of whom will act as chairman and one of whom at least will have town planning qualifications) nominated by the President of the Royal Institute of British Architects;
(*b*) an architect or architect-planner nominated by the Minister.

Awards may be made in each region for two schemes, one the best example of essentially urban development and the other the best example of rural development. The Committees will have absolute discretion to judge entries in whichever category they think appropriate and to refrain from making awards in either or both categories if, in their opinion, no schemes of sufficient merit are entered.

A medal, together with a diploma signed by the Minister and by the Chairman of the Awards Committee, will be presented to the architect or designer responsible for a winning scheme. Similar diplomas will be awarded to the client (the public authority in the case of housing authority schemes and the firm or individual who commissioned the scheme in the private sector) and to the builder responsible for the building work. In some cases, of course, the builder may have commissioned the scheme.

The schemes eligible for this competition are those covering any group or groups of at least ten new dwellings on one site which were completed between 31 December 1955 and 31 December 1960. The dwellings may be houses, bungalows, maisonettes or flats, or a mixture of these in one or more buildings. Conversion schemes are not eligible.

The main emphasis in judging this competition will be on the grouping of buildings to form an attractive and interesting ensemble. It is not contemplated therefore that either entire large housing estates or isolated small terraces or blocks will normally be entered.

The Awards Committee, in judging this competition, will take into account the layout and setting of dwellings in groups, including the relationship of the group with its surroundings and the design and appearance of individual dwellings within the scheme. Consideration will also be given to the treatment of ancillary development, for example, fences, walls, gates, garages, paths and driveways, as well as the use made of existing trees and new planting.

The Committees will not find it possible to visit every scheme which is entered. As in the previous Housing Medal competitions, the procedure will generally be to make a first assessment of the merits of a scheme on photographs, plans, drawings, etc., submitted with each entry. At their discretion the Committees will then visit the schemes they consider worthy of further examination. The entrant, who will be notified of an impending visit by the Awards Committee, should make any necessary arrangements for access to be given.

Entries should be submitted on the prescribed form. Extra copies of these Notes and of the entry form may be obtained from the Secretary, Awards for Good Design Competition, 1961, Ministry of Housing and Local Government, Whitehall, SW1.[1] Completed forms should reach the Secretary by Tuesday 28 February 1961.

Regions in which awards may be made

1. *Northern Region.* – Cheshire, Cumberland, Durham, Lancashire, Northumberland, Westmorland, Yorkshire.

2. *Midland Region.* – Bedfordshire, Cambridgeshire, Derbyshire, Essex (those parts outside the Metropolitan Police District), Herefordshire, Hertfordshire (those parts outside the Metropolitan Police District), Huntingdonshire, Isle of Ely, Leicestershire, Lincolnshire, Norfolk, Northamptonshire, Nottinghamshire, Rutland, Soke of Peterborough, Shropshire, Staffordshire, Suffolk, Warwickshire, Worcestershire.

3. *London.* – The London Metropolitan Police District.

4. *Southern Region.* – Berkshire, Buckinghamshire, Cornwall, Devon, Dorset, Gloucestershire, Hampshire, Isle of Wight, Kent (those parts outside the Metropolitan Police District), Oxfordshire, Somerset, Surrey (those parts outside the Metropolitan Police District), Sussex, Wiltshire.

5. *Wales and Monmouthshire.*[1]

[1] For Wales and Monmouthshire extra copies of these Notes and the entry form should be obtained from and the completed forms should be returned to the Secretary, Awards for Good Design Competition, 1961 Welsh Office, Ministry of Housing and Local Government, Cathays Park, Cardiff.

Obituaries

Clifford Holliday, MA(Manchester), M Arch, Dip. CD(L'pool), MTPI [*F*]
died 26 September 1960.

At the funeral service at Manchester Crematorium Mr J. H. Forshaw, CBE [*F*], delivered the following address:

'We meet on this sad occasion to take leave of our dear friend, Clifford Holliday, and to express our deep sense of loss.

'Clifford Holliday possessed rare qualities: integrity, loyalty and sincerity, and he was fearless with good humour. It is hardly fitting perhaps to mention these personal attributes to those who knew him well. His work at home and overseas will remain a record of achievements in planning and architecture.

'Those who were young men with him 40 years ago must realise how well his early promise as student and post-graduate research scholar has been fulfilled in wide and varied fields. In later years, as teacher and Professor, his students have passed to planning posts across the world. This later stage of Holliday's career has been most valuable to the University and to our country for it was inspired by the knowledge and experience of mature practice.

'His work between the wars in the Near East greatly influenced thought and development in neighbouring countries. In Palestine and in the city of Jerusalem especially, his civic buildings will be a lasting memorial to his skill. After World War II, he was for some years Chief Architect to the New Town of Stevenage. In a period of difficult and intensive building activity, he directed a large programme of developments.

'Most of all, however, we shall remember him in the culmination of his career as Professor of Town Planning in the University of Manchester. He found this work a most satisfying academic duty and I know, too, of the happy association he enjoyed with Professor Cordingly. Clifford Holliday never forgot the welcome he received and the value of this understanding in the Department.

'Holliday, tutored by Charles Reilly and Patrick Abercrombie, had assimilated the generous understanding and a discipline of behaviour which obviated a code of rules. Because of his constant plea for friendship between all countries, which he demonstrated by many interests, his going is today a grievous loss. In this quickly changing world, Clifford Holliday stood firm for international friendship and peace, and his work with students of all races strove to advance this end in his own peculiar and quiet way.'

Clifford Holliday was educated at Bradford Grammar School and the University of Liverpool. He gained the Holt Travelling Scholarship and was awarded the RIBA Distinction in Town Planning in 1945. He was Research Fellow and Joint Editor of the Town Planning Review 1920-21, and served on committees and the Council of the TPI. He was civic adviser to the city of Jerusalem 1922–26; adviser to the Palestine Government 1927–34, and gave Palestine its first Town Planning regulations. He was consultant to the Ceylon Government 1939–43; consultant to the Colonial Government of Gibraltar 1944–46. On returning to this country after the last war he was appointed Chief Architect and Planner to the Stevenage Development Corporation 1945–52, when he was appointed first Professor of Town and Country Planning at Manchester University, a post he held until the time of his death.

Philip Nevill Taylor [*A*]
died on 8 September 1960, aged 47.

Mr T. J. Yandell, MSIA [*A*] with whom Mr Taylor was in partnership (Messrs Taylor and Yandell) writes:

'Mr P. N. Taylor died suddenly whilst on holiday at Newquay, Cornwall, on the 8 September 1960. He had been playing tennis and having taken his set 6–0 was resting on a seat at the side of the court and on rising to retrieve a ball knocked out of play he fell to the ground and at once died.

'Neville Taylor was educated at St Brendan's College, Bristol, and in 1929 joined the RWA School of Architecture. He was awarded the RWA Silver Medal in July 1932, and won the Dame Janet Stancomb Wills Travelling Scholarship in 1933.

'After qualifying as an Associate in 1935 he became chief assistant to a Bristol firm of Architects until 1939, on whose behalf he handled a wide variety of work ranging from projects for the Westminster Bank to Schools, Workshops and Offices, and some Church work.

'In 1939 he joined the Architects' Department of the Bristol Aeroplane Company Ltd, where his experience was further increased, embracing large office buildings, Laboratories, a Training School, Hangars and Machine Shops, together with a variety of specialised buildings for the Aircraft Industry.

'From 1945–49 whilst with the Aeroplane Company he was resident Architect on site for the Brabazon Assembly Hall and BOAC base.

'In 1950, with John Holt [*F*] now Architect to the South Eastern Regional Hospital Board, he was awarded second premium in the open Architectural Competition held for the Extension of Edinburgh Medical College. They were subsequently to receive honorary mentions in later competitions.

'Having held the position of deputy to Chief Architect, Eric Ross [*F*] with the Aeroplane Company, Neville Taylor left the Company in August 1959, to commence private practice with me at 18, Whiteladies Road, Clifton, Bristol.

'During the year projects at Chessington, Hersham, Gloucester, Bath and in and around Bristol were commenced. Work also started on the enlargement of St Peter's Church, Filton, for which Neville Taylor was responsible in association with Mr A. W. Dickin [*L*].

'As a friend, colleague and partner, Neville Taylor was unique. He will long be remembered for his remarkable ability, his sense of humour, his honesty of purpose, and perhaps above all his strength of character and his good ordinary common sense.'

William Wells [*Retd L*]

died on 16 May 1960.

Mr Roger Wells [*L*] writes:

'William Wells was born at Wetherby, Yorkshire, but moved at an early age to Stockport, where he was educated at the Technical College, and in 1894 entered the office of Mr William Longson as pupil. In March 1901 he moved to Sheffield where he worked in two or three offices until he entered into partnership with a Mr E. J. Thomas (who was the elder brother of the late Sir Brumwell Thomas, at that time noted for the many town and city halls which he designed). This partnership lasted for about 18 months when he moved into the office of Messrs Gibbs and Flockton, at that time probably the largest office in the North of England, whose work included many large buildings in the area. Mr Wells remained with them until 1907, when he had reached the position of second assistant in an office of 22 assistants, a very large office for those days. In that year he moved to Grimsby as "managing assistant" to the late Herbert C. Scaping, who at that time did all the school, hospital and large industrial work in the town. This proved to be a truly managing post in that Mr Wells became entirely responsible for all the work in the office and during this period designed a large children's home in the town in addition to schools and other works. In 1919 he entered into partnership with Mr Scaping but this was dissolved a year later when he commenced practice on his own account.

'The buildings then designed included schools, shops, factories, church work and a large number of houses. After the last war he designed what was reputed to be the largest and most up-to-date fish processing factory in the world. In 1950 his son was taken into partnership, and after a serious illness in 1958 he more or less retired from the practice. He leaves a widow, one son and one daughter.'

Charles Woodward [*A*]

died on 21 August 1960.

Mr A. R. F. Anderson [*F*] writes:

'Few others have exceeded the half century of active membership of the RIBA. He died whilst correcting proofs of his work – "Practice Notes" – for publication in the JOURNAL.

'Charles Woodward has left no great buildings as his monument, but instead, many architects, a few great, many not so great, are much more qualified to serve their clients as a result of the advice given by him on matters of professional practice which were his special interest and work.

'In August 1893 Charles Woodward went into his father's office (William Woodward [*F*]) and concurrently attended building construction lectures at the Polytechnic, studied at the Tufton Street Art School 1897–1900 and studied with tutors for the Intermediate and Final examinations of the RIBA. From 1905 to 1907 he was concerned with work on the Egyptian Hall and the Grand Hotel Annex and was chief site architect on the Piccadilly Hotel. In November 1907 he passed the Final examination and was elected Associate on the 2 March 1908.

'Charles Woodward was a member of the Council from 1931 to 1936 and a member of the Executive Committee for 1935. He served on the Practice Standing Committee from 1923 to 1928, 1930 to 1935 and 1943 to 1958 being Joint Honorary Secretary for 1925, 1928, 1930 to 1934 and 1945 to 1958, and Chairman for 1935.

'He also served on the Science Standing Committee from 1920 to 1922 being Joint Honorary Secretary for 1922.

'His service on other Committees was as follows:

Salaried Members' Committee, 1928–34.
Professional Conduct Committee, 1931–32 and 1935.
Examiner (Intermediate, Final and Special), 1933–37.
Statutory Board of Examiners, 1935–36.
Sessional Papers Committee, 1935.
Committee for the Provision of Professional Text and Reference Books, 1944–46.
Town and Country Planning Committee, 1944–46.
Library Committee, 1945–46.
Salaried and Official Architects Committee, 1947–48.
Joint Committee of Architects and Quantity Surveyors, 1932–36 and 1943–53.
Joint Tribunal on the Standard Form of Contract, 1933–36 and 1943–60, and the Tribunal Sub-Committee for 1949.
Joint Committee of London Architects and Builders, 1936 and 1946–53.
Joint Sub-Committee on Scale of Fees for Private Enterprise Builders' Work, 1944.
Joint Committee on Tendering Procedure, 1952.
Joint Committee of London Architects, Quantity Surveyors and Builders, 1954.
Special Committee on the Scale of Charges, 1931–32.
Constitutional Committee, 1935–36.
Informal Committee of Architects, Surveyors and Builders, 1941.
Library Reconstruction Committee, 1943–44.
Town and Country Planning Legislation Sub-Committee, 1944–45.
Committee on Fees for Mass Produced Houses, 1945.
Post War Private Practice: London Advisory Panel, 1947–50.
Working Party on the Building Industry, 1948.
Sub-Committee on Revision of RIBA Bye-laws, 1948.
Committee on Bye-laws and Building Regulations, 1957–58.

'He was also a representative of the RIBA on the ARCUK Council 1933, Discipline Committee 1933 and Admission Committee 1932–33 and on the Building Industries National Council from 1935 to 1940.

'From 1949 to 1959 he represented the RIBA on the Codes of Practice Executive Committee, Building Services Sectional Committee and Engineering Services Sectional Committee and was also a representative of the RIBA on the Council for Codes of Practice (Ministry of Works). He was the Deputy Representative of the Royal Institute on the London Building Acts Tribunal of Appeal from 1939 until the time of his death.

'Charles Woodward gave long service to the Architects' Benevolent Society, becoming a member of Council in 1927, Honorary Auditor in 1932, Honorary Secretary in 1948 and Vice-President from 1952 until his death.

'At the AA he commenced lectures to the School on professional practice in 1938 and his talks on that subject continued until he died. At the AA he was an immense help to students and members as there was seldom a time when he was there for lunch when he did not give advice freely to successive generations of students and architects.

'It will be seen that Charles Woodward devoted most of his life to the service of the RIBA and of architects. His opinion was constantly sought and his advice freely given with understanding and kindness – we will miss him.'

'One could say of Charles Woodward that he was a good man as one would speak of a good apple, a good field of corn, a good wine.

'He had an inner benevolence, sense of humour and modesty that made him the most approachable of men; and he was much loved by all who knew him.

'As a contributer to the JOURNAL he was a paragon; patient, punctual, meticulous and always willing to discuss. The colleagues of this dear old man are left with a great sense of loss but the memory of his rare personality remains.'

N.M.

Notes from the Council Minutes

Meeting held on 1 November 1960

Appointment of RIBA Representatives
(*a*) *Camberwell School of Arts and Crafts: Governing Body.* Mr E. D. Mills [*F*] (for the period ending 31 August 1961).
(*b*) *London Building Productivity Committee: Panel to prepare specification of film 'Advanced Planning in Building'.* Mr Howard Lobb [*F*].
(*c*) *West Midlands Advisory Council for Further Education: Building Advisory Committee.* Mr A. R. Young [*F*]. *Art and Industrial Design Advisory Committee.* Mr S. T. Walker [*F*]. Both are reappointed for three years from 1 January 1961.
(*d*) *University of Nottingham: Court.* Mr J. W. M. Dudding [*F*], President of the Nottingham, Derby and Lincoln SA (for a period of three years from 1 January 1961).
(*e*) *Ancient Monuments Advisory Council for Northern Ireland.* Mr G. P. Bell [*A*], President RSUA (from 1 January 1961).
(*f*) *Liverpool Architectural Society: RIBA Architectural Bronze Medal Jury* (1957–59). Professor R. A. Cordingley [*F*], President Manchester SA.
(*g*) *RIBA Membership of the Joint Tribunal on the Standard Form of Contract.* Mr Charles F. Scott [*A*] and Mr A. B. Waters [*F*].

Prizes and Studentships. Donaldson Medal at the Bartlett School of Architecture 1960: D. A. Hutchinson.

Howard Colls Travel Scholarship at the Architectural Association 1960: F. C. Duffy.

Henry Jarvis Scholarship at the Architectural Association 1960: J. R. Gosling.

School of Architecture, Portsmouth College of Art. It was approved that the recognition of the first three years of the full-time Diploma Course for exemption from the RIBA Intermediate Examination be continued; and that the five years' full-time Diploma Course be recognised for exemption from the RIBA Final Examination, without Part III, the examination in Professional Practice and Practical Experience, under the usual conditions.

Membership. The following members were elected: as Associates 34.

Students. 42 Probationers were elected as Students.

Applications for Reinstatement. The following applications were approved: as Associates: Lawrence Bentley, James Frank Williamson Hendry, Taraj Ahmed Khan, Dermot Eugene O'Connell; as Licentiate: Thomas Jack.

Obituary. The Secretary reported with regret the death of the following members: The Lord Simon of Wythenshawe [*Hon. A*], Carl Martin Tage William-Olsson [*Hon. Corresponding Member*], Ganpat Shrikrishna Dadarkar [*F*], Frederick William Charles Gregory [*F*], Frederick Johnson [*F*], William Alfred Lea [*F*], George Wilfred Allsop [*Retd F*], Thomas Simons Attlee [*Retd F*], Herbert McGregor Wood [*Retd F*], Sidney Walter Bensted [*Retd A*], Henry Thomas Bromley [*Retd A*], Raymond Everard Hawkins [*L*], Wilfrid Thorpe [*L*], Benjamin Charles Dexter [*Retd L*].

By resolution of the Council the sympathy and condolences of the Royal Institute have been conveyed to their relatives.

Membership Lists

ELECTION: 1 NOVEMBER 1960

The following candidates for membership were elected on 1 November 1960.

AS ASSOCIATES (34)

Acheson: Robert Douglas, Tauranga, New Zealand.
Alcock: Keith Harold, B.Arch.(Natal), Bulawayo, Southern Rhodesia.
Beale: John Marshall, Dip.Arch.(Wales), Cardiff.
Beattie: William Eric, Portadown.
Beck: Colin Sewart, Dip.Arch.(Leics.), Maidstone.
Brooks: Brian Michael, Toronto, Canada.
Burns: Alexander, DA(Edin.), Belfast.
Dewhirst: Robert Keith, B.Arch., MCD (L'pool), AMTPI, Woking.
Evans: David Anthony, B.Arch.(CT), Salisbury, Southern Rhodesia.
Farham: Walter Howden, Dip.Arch.(Pretoria), Northern Rhodesia.
Glennie: David McIntosh, B.Arch.(CT), Johannesburg, South Africa.
Green: John David, Bristol.
Grosse: John Carl, B.Arch.(CT), Port Elizabeth, South Africa.
Houseman: Alan Burberry, Dipl.Arch. (Northern Polytechnic).
Jacobson: Abraham, B.Arch.(Rand), Johannesburg, South Africa.
Jarnuszkiewcz: Zbigniew, Dip.Arch.(Birm.), Quebec, Canada.
Kandiah: Tharma Nayagam, Dip.Arch.(Birm.), Petaling Jaya, Malaya.
Kenyon: Eric Burnside, B.Arch.(L'pool), Prestwich.
Kingsford: John Sidney, Hastings, New Zealand.
Lambie: Paul William, DA (Edin.), Mansfield.
Lo: John Pius Sie-Yin, Dipl.Arch.(Northern Polytechnic), Kuching, Sarawak.
Lodge: George, Droitwich.
McIlveen: Hugh Robert, MA, DA(Edin.), Belfast.
MacMullen: Keith George, B.Arch.(Rand), Johannesburg, South Africa.
Markcrow: Paul Radford, Dip.Arch.(Sheffield), Chelmsford.
Munro: Maurice, Hastings, New Zealand.
Parker: Norman Bruce MacMahon, B.Arch. (Sydney), Hollywood, California, USA.
Parlo: Llonel Trevor, B.Arch.(CT), Cape Town, South Africa.
Sing-Key: James, B.Arch.(CT), Port Elizabeth, South Africa.
Tan: Chor Eng, Dipl.Arch.(UCL), Kuala Lumpur, Malaya.
Thomas: Derek Charles, Dipl.Arch.(Oxford), Johannesburg, South Africa.
Wevill: Christopher Edward, B.Arch.(Natal), Nairobi, Kenya.
Yap: Chin Choon, BA(Arch.)(London), Selangor, Malaya.
Yew: Hong Nieng, B.Arch.(Melbourne), Dip.Arch.(Melbourne), Petaling Jaya, Malaya.

ELECTION: 10 JANUARY 1961

An election of candidates for membership will take place on 10 January 1961. The names and addresses of the candidates found by the Council to be eligible and qualified in accordance with the Charter and Bye-laws, with the names of their proposers, are herewith published for the information of members. Notice of any objection or any other communication respecting them must be sent to the Secretary, RIBA, not later than Friday 16 December 1960.

The names following the applicant's address are those of his proposers.

AS ASSOCIATES (39)

Allison: Julian Philip, Dipl.Arch.(Northern Polytechnic), The School House, Brentwood, Essex. Denis A. Birchett, E. D. Jefferiss Mathews, C. G. Bath.
Baden-Powell: (Mrs) Charlotte Elizabeth, AADipl., 61 Harrington Gardens, SW7. Arthur Korn, C. K. Capon, M. Pattrick.
Baker: Ronald Thomas, Dipl.Arch.(Northern Polytechnic), 73 Latton Green, Harlow, Essex. C. G. Bath, Sidney F. Burley, E. E. Barlow.
Barnett: Winston, Dip.Arch.(Dunelm), 50 Bayswater Road, Jesmond, Newcastle upon Tyne 2. Prof. J. H. Napper, Bruce Allsopp, H. Wharfe.
Bellis: John Keith, Dip.Arch.(Manchester), 27 Chester Street, Wrexham, Denbighshire. Prof. R. A. Cordingley, Eric S. Benson, G. Bellis.
Belton: Lawrence Michael, 35A Warner Road, N8. Arthur Korn, Cyril Mardall, Eugene E. Rosenberg.
Burrows: John Robert, Dipl.Arch.(Northern Polytechnic), 17 Bow Lane, Finchley, N12. C. G. Bath, Sidney F. Burley, J. E. Moore.
Calthrop: Michael John Boucicault De Suffield, DA(Edin.), 22 India Street, Edinburgh, Scotland. Prof. Robert H. Matthew and applying for nomination by the Council under Bye-law 3(*d*).
Chandler: John, Dipl.Arch.(Northern Polytechnic), 2 The Drive, Farr Road, Enfield, Middx. C. G. Bath, J. E. Moore, S. F. Burley.
Chartres: Thomas George, B.Arch.(L'pool), 154 Walton Street, Chelsea, SW3. Applying for nomination by the Council under Bye-law 3(*d*).
Clark: Alan Earney, Dipl.Arch.(Northern Polytechnic), 63 Crown Lane, Bromley, Kent. C. G. Bath, J. E. Moore, Sidney F. Burley.
Cooper: Brian Maurice, Dipl.Arch.(Northern Polytechnic), 19 Northfield Road, Stamford Hill, N16. C. G. Bath, Sidney F. Burley, J. E. Moore.
Cowin: William Henry, Dipl.Arch.(Northern Polytechnic), 4 The Green, Meopham, Kent. Thomas E. Scott, C. G. Bath, Sidney F. Burley.
Crapnell: Robert Henry, Dipl.Arch.(Northern Polytechnic), Flat 3, 40 Sheen Lane, Mortlake, SW14. C. G. Bath, J. E. Moore, Sidney F. Burley.
Cunningham: Allen, B.Arch.(L'pool), 9 Brunswick Walk, Cambridge. Prof. Sir Leslie Martin, Prof. R. Gardner-Medwin, Prof. Sir William Holford.
Drewitt: Christopher Frederick, AADipl., 4 North Approach, Moor Park, Northwood, Middx. G. B. Drewitt, Albert J. Thomas, A. S. Gray.
Fossati: Dietrich August Walther Georg, B.Arch.(CT), c/o Overseas Visitors Club, Earls Court Road, SW5. Prof. L. W. Thornton White and applying for nomination by the Council under Bye-law 3(*d*).
Hamer-Harries: Richard Martin, Groeslon, Llandegfan, Anglesey. Arthur Korn, Anthony Cox, B. Hallwood Lingard.
Hawes: Francis Lawrence, 38 Twynham Road, Maidenhead, Berks. F. R. S. Yorke, C. K. Capon, Anthony Cox.
Howes: Ernest William, Dipl.Arch.(Northern Polytechnic), 19A Highgate West Hill, Highgate, N6. C. G. Bath, Sidney F. Burley, J. E. Moore.
Khaw: Poh Kool, Dipl.Arch.(Northern Polytechnic), 97 Hervey Close, Finchley, N3. C. G. Bath, Sidney F. Burley, J. E. Moore.
Lambinon: Albert, B.Arch.(Natal), c/o South Africa House, Trafalgar Square, WC2. Applying for nomination by the Council under Bye-law 3(*d*).
Love: Eric Bernard, Dipl.Arch. (Northern Polytechnic), 93 Deodar Road, Putney, SW15. C. G. Bath, S. F. Burley, J. E. Moore.
Mackenzie: Roderick, Dip.Arch.(Dunelm), 23 Kendor Grove, Morpeth, Northumberland. Prof. J. H. Napper, Bruce Allsopp, A. Applegarth.

May: John Bruce, No. 1 Cleveland Gardens, W2. M. H. Cooke-Yarborough, James Melvin, C. K. Capon.

Medhurst: Duncan Howard, 53 Cholmeley Park, Highgate, N6. C. G. Bath, Thos. E. Scott, S. F. Burley.

Needham: Stuart Roger, Dip.Arch.(Sheffield), 30 Birchitt Road, Bradway, Sheffield. Prof. Stephen Welsh, H. B. Leighton, Prof. John Needham.

Padovan: Richard Giuseppe Howard, AADipl., 'Domus', Oxshott Way, Cobham, Surrey. Arthur Korn, C. K. Capon, M. H. Cooke-Yarborough.

Ponting: Stuart, Dipl.Arch.(Northern Polytechnic), 31 Caldecote Gardens, Bushey Heath, Herts. C. G. Bath, J. E. Moore, Sidney F. Burley.

Shaffrey: Patrick J., B.Arch.(NUI, Dublin), 57 Harcourt Street, Dublin, Eire. W. A. Maguire, Wilfrid J. Cantwell, J. V. Downes.

Smart: Colin Percival, AADipl., 51 Wellington Road, Enfield, Middx. M. H. Cooke-Yarborough, C. K. Capon, A. W. Cox.

Southard: Anthony John, 54 Delamere Road, Hayes, Middx. Paul Nightingale, Arthur Korn, Peter Shepheard.

Starkin: Ivan, Dipl.Arch.(Northern Polytechnic), 54c Palace Road, Streatham, SW2. C. G. Bath, J. E. Moore, Sidney F. Burley.

Undrill: Michael Anthony, Dipl.Arch. (Northern Polytechnic), 27 Queen Edith's Way, Cambridge. C. G. Bath, Sidney F. Burley, J. E. Moore.

Ward: John Richard Owen, Dipl.Arch. (Northern Polytechnic), 79 Prince George Avenue, Southgate, N14. C. G. Bath, J. E. Moore, Sidney F. Burley.

Williams: John, AADipl., Lesser Wildwood, 15 North End, NW3. C. K. Capon, M. Pattrick, Raymond Erith.

Williams: William Samuel Andrew, Dipl. Arch.(Northern Polytechnic), 90 Whitehall Road, Chingford, E4. C. G. Bath, J. E. Moore, Sidney F. Burley.

Wright: (Miss) Heather Emson, Dipl.Arch. (Northern Polytechnic), Bucks Farm, Bayford, Hertford. C. G. Bath, J. E. Moore, S. F. Burley.

Young: Derek George, Dipl.Arch.(Northern Polytechnic), 25 Shaftesbury Avenue, St Neots, Hunts. C. G. Bath, J. E. Moore, S. F. Burley.

ELECTION: 14 MARCH 1961

An election of candidates for membership will take place on 14 March 1961. The names and addresses of the overseas candidates found by the Council to be eligible and qualified in accordance with the Charter and Bye-laws, with the names of their proposers, are herewith published for the information of members. Notice of any objection or any other communication respecting them must be sent to the Secretary RIBA, not later than Tuesday 28 February 1961.

The names following the applicant's address are those of his proposers.

AS ASSOCIATES (15)

Abrahamsohn: Alfred Louis, B.Arch.(Rand), 902 Blauwberg, cor. Kapteijn and Twist Streets, Hillbrow, Johannesburg, South Africa. Applying for nomination by the Council under Bye-law 3(*d*).

Archer: Lok Cumwar, B.Arch.(Rand), c/o Sui Hing Hong, 10 Commissioner Street, Johannesburg, South Africa. Applying for nomination by the Council under Bye-law 3(*d*).

Campbell-Smith: Dudley Longville, Avenue Road, Mount Lofty, South Australia. Lionel Gregory Bruer, W. T. Haslam, and applying for nomination by the Council under Bye-law 3(*d*).

Cranko: Petrie Herbert, B.Arch.(Rand), PO Box 374, Kroonstad, Orange Free State, South Africa. Applying for nomination by the Council under Bye-law 3(*d*).

Crawford: Colin Glen, B.Arch.(Rand), 14 Arty-Marina, 7th Avenue, Parktown North, Johannesburg, South Africa. Applying for nomination by the Council under Bye-law 3(*d*).

Davidovitz: Joseph, B.Arch.(Rand), 721 Rand Central, Jeppe Street, Johannesburg, South Africa. Applying for nomination by the Council under Bye-law 3(*d*).

Hinton: David John, APTC(Arch.), 95 Pender Street, Thornbury, Victoria, Australia. Harry Winbush, Prof. Brian B. Lewis, R. G. Parker.

Howell: George Maxwell, 229 Maundrell Terrace, Aspley, Brisbane, Australia. Frank G. Costello, E. J. A. Weller, C. Fulton.

Jacobs: Harris B., B.Arch.(Rand), 516 Royal Arcade, Pritchard Street, Johannesburg, South Africa. Applying for nomination by the Council under Bye-law 3(*d*).

Konig: (Miss) Anneliese, B.Arch.(Rand), PO Box 102, Northcliff, Johannesburg, South Africa. Applying for nomination by the Council under Bye-law 3(*d*).

Moss: Stanley Felix, B.Arch.(Rand), 34 Seventh Avenue, Highlands North, Johannesburg, South Africa. Applying for nomination by the Council under Bye-law 3(*d*).

Parkin: John Cradock, Dip.Arch.(CT), Third Floor, Southern Buildings, 58 Terminus Street, East London, South Africa. Professor L. W. Thornton White, O. Pryce Lewis and applying for nomination by the Council under Bye-law 3(*d*).

Shapiro: Hymie Phillip, Dip.Arch.(CT), 70 Rutland Road, Parkwood, Johannesburg, South Africa. Prof. L. W. Thornton White and applying for nomination by the Council under Bye-law 3(*d*).

Sinclair: Robin Alexander Kerr, Dip.Arch. (CT), c/o Messrs Lightfoot, Twentyman-Jones and Kent, Markhams Building, 60 Adderley Street, Cape Town, South Africa. Prof. L. W. Thornton-White and applying for nomination by the Council under Bye-law 3(*d*).

Tollman: Edwin, B.Arch.(Natal), Dip.TP (Lond.), c/o School of Architecture, University of Natal, Durban, South Africa. Applying for nomination by the Council under Bye-law 3(*d*).

Members' Column

This column is reserved for notices of changes of address, partnerships vacant or wanted, practices for sale or wanted, office accommodation, and personal notices other than of posts wanted as salaried assistants for which the Institute's Employment Register is maintained.

APPOINTMENTS

Mr Walter G. Bor, AMTPI [*A*], has been appointed Deputy Planning Officer to the London County Council.

Mr T. C. Hill [*A*] has taken up the appointment of Deputy Burgh Architect to the Burgh of Motherwell and Wishaw, Lanarkshire, Scotland, and he will be pleased to receive trade literature at Motherwell House, Motherwell, Lanarkshire.

Mr Philip E. Makepeace [*A*] has been appointed Chief Architect to Mitchells and Butlers Limited, Cape Hill Brewery, Birmingham. His home address is now 31 Newton Road, Knowle, Warwickshire (Knowle 2303).

Mr J. A. Maudsley, DIPTP, AMTPI [*A*] has resigned his appointment with the Hertfordshire County Council, and has taken up his new appointment as Assistant County Architect with the Lancashire County Council. His private address is 7 Dover Road, St Anne's on Sea, Lancashire.

Mr Edward Meldrum [*A*] has been appointed Depute County Architect and Planning Officer for Inverness-shire at The Castle, Inverness. His home address is 'Gairnshiel', 22 Beaufort Road, Inverness.

Mr R. C. Pearce [*A*] has taken up an appointment with the Lancashire County Council. His address is c/o County Architect's Department, County Hall, Preston, Lancashire.

PRACTICES AND PARTNERSHIPS

Messrs Edward Boardman and Son (Mr F. H. Swindells [*F*] and Mr H. C. Boardman [*F*]) have taken **Mr Lionel Smith** [*A*] into partnership. The practice will continue under the same style at Old Bank of England Court, Queen Street, Norwich.

Mr John G. Dixon [*A*] has joined **Mr E. Brian Tyler** [*F*] in partnership at Prior House, Westgate, Chichester, and the firm will now practise under the style of **Tyler and Dixon.**

As from 1 October 1960, **Mr James T. Gornall** [*L*] left the partnership of **Raglan Squire and Partners** [*F/A*], and is now practising on his own account at 3 Hobart Place, London, SW1.

Mr W. H. Jackson [*L*] has retired from partnership in the firm of **Messrs Jackson and Calvert,** and **Mr Llewellyn Moorehouse** has taken **Mr Neville L. Mackay** [*A*] into partnership. The practice will continue under the same style at 3 Raglan Street, Harrogate.

Mr Alan E. Langdon [*A*] has commenced private practice on his own account and his new address is 18 Cathedral Yard, Exeter (Exeter 75410), where he will be pleased to receive trade literature.

Mr Roy D. Lyons [*A*] has commenced in private practice, and has opened an office at Burt Street, Basseterre, St Kitts, West Indies, where he will be pleased to receive trade literature, samples, etc.

Mr Eric Maidment [*A*] has taken into partnership **Mr Hugh Brady** [*A*]. They will practise under the style of **Maidment and Brady** at 41 Gloucester Place, London, W1.

The partnership between **Mr J. F. Munce** [*A*], and **Mr G. R. Smail,** practising as **Munce and Kennedy** at 133 University Street, Belfast, has been dissolved as from 31 October 1960. The practice is continuing in London and Belfast under the same title, and Mr Munce has taken into partnership **Mr L. A. Roche,** BA(ARCH) [*A*], **Mr W. J. McDowell,** BSC, AMICE and **Mr J. F. Sheldon** [*A*]. **Mr R. Simpson** [*A*] and **Mr F. H. Lewis,** BSC, AMICE, join the firm as associate partners. Mr Sheldon is in charge of the London office which has now moved to larger premises at 10–11 Bulstrode Place, London, W1.

Messrs Norman and Dawbarn [*F/A/L*] announce the retirement of their associate **Miss G. M. Leverkus** [*F*], and the appointment as associates of **Messrs J. D. Delisle Burns** [*A*], **J. S. Hartley** [*A*] and **C. F. Ross,** BSC.

Messrs Ormrod and Partners [*F*] of 49 Rodney Street, Liverpool 1, announce that **Mr D. H. Mills** [*A*] and **Mr D. H. Jones** [*A*] are now partners in the firm.

Mr D. S. Pearce [*A*] has resigned his partnership in the firm of **Dowton and Hurst** to take up an appointment at the Ministry of Education. The practice will be continued by **Mr R. J. Hurst** [*F*] under the same title and at the same address. **Mr D. F. Armstrong** [*A*] has been appointed an associate of the firm.

Mr Ronald Purssey [*A*] has commenced practice at Wildman Street, Clayfield, Brisbane, Queensland, Australia, where he will be pleased to receive relevant trade literature.

Mr W. Rees-Lee [*A*] has opened an office at 55 York Place, Newport, Mon., where he will be pleased to receive trade literature.

Mr Colin Rowntree [*F*] has now retired from **Messrs Colin Rowntree and Partners.** The practice is carried on by **Mr Richard D. Swallow** [*A*] and **Mr George A. Wood,** and will continue under the same style at 120 The Mount, York.

Messrs Clifford Tee and Gale [*F/A*] announce that from 1 November they have taken into partnership **Mr Alan C. Hills,** MSIA and **Mr Clive A. S. Hunt,** MSIA as associate designers.

Mr Gordon H. F. Thompson [*A*] has commenced practice at 6A The Forbury, Reading, Berkshire (Reading 53840), where he will be pleased to receive trade literature and catalogues.

Mr Kenneth Twist [*A*] has started his own practice at 23 Green Street, Cambridge (Cambridge 52189).

Mr Arthur Walker [*L*] announces that **Mr Sydney Price** [*A*] has entered into partnership with him. They are practising under the style of **Arthur Walker, Price and Partners** at 35 Hoghton Street, Southport, Lancashire.

CHANGES OF ADDRESS

Mr Kenneth Adams [*A*] has moved his practice to 154 High Street, Guildford, Surrey (Guildford 60455), where he will be pleased to receive trade literature.

Mr Peter J. Ball [*A*] has changed his address to The Lynne, Wickham Bishops, Essex (Wickham Bishops 515).

Miss B. M. Beatty [*A*] has changed her address to 27 Tudor Road, Kingston-on-Thames, Surrey (Kingston 0094).

Mr Henry L. Bloomfield [*F*] has resigned from the firm of Messrs Palmer and Turner and has returned to this country. His address until further notice will be c/o National Provincial Ltd, Terminus Road, Eastbourne, Sussex.

Mr John L. Bakewell [*L*], formerly of 25 Chapel Street, Belper, Derby, has now moved to 8 Green Lane, Belper, Derby.

Mr P. W. G. Bradford [*A*] has changed his address to 2 George Lane, Torridge, Plympton, South Devon (Plympton 3359).

Mr R. G. Chapman [*A*], **Mr J. S. Taylor** [*A*] and **Miss J. Durham** [*A*], practising under the style of **Chapman, Taylor, Partners**, have changed their address to 5A Gregory Place, Holland Street, London, W8 (Western 6611).

Mr Francis B. Dunbar [*A*] has changed his address to 64 Wellington Chambers, Ayr.

Mr Edward S. Fawcett [*A*] has changed his address to Whitwell Chambers, Ferrars Road, Huntingdon.

Mr Nicholas Fort [*A*] has changed his address to 5 Silverknowes Loan, Edinburgh 4.

Mr Lewis J. Gomme [*F*] has changed his address to 18 Bury Road, Stapleford, nr Cambridge (Shelford 2514).

Mr Gary Hansen [*A*] has changed his address to 321 East 45th Street, Apt 4E, New York, NY, USA.

Mr J. B. Holt [*A*] has changed his address to 'Kelvinside', 22 South East Crescent, Sholing, Southampton.

Mr Alan Holwell [*A*] has changed his address to 49 Broadlands Avenue, Chesham, Buckinghamshire.

Messrs Howard, Fairbairn and Partners [*AA/L*] have changed their address to Mercury House, 195 Knightsbridge, London, SW1 (Knightsbridge 3731–3).

Mr Robert E. Hulse [*L*], Engineer and Surveyor to Berkhamsted Urban District Council since 1945, will retire on 31 December 1960 on medical grounds, and after that date his address will be 4 Castle Hill, Berkhamsted, Hertfordshire, where he will be pleased to receive trade literature.

Mr Lewis T. Jones [*A*] has changed his address to 2 Bello Squardo, St Ann's Road, Great Malvern, Worcestershire.

Mr R. J. B. Keene [*A*] has changed his address to Leire Mill, Leire, nr. Rugby.

Mr George Kew [*A*] has changed his address to 30 Grange Park Avenue, Winchmore Hill, London, N21.

Mr Philip Langley [*A*] has resigned from the firm of Lawrence Halprin and Associates, San Francisco, and has changed his address to 387A Station Road, Stechford, Birmingham 33.

Mr Thomas K. Makins [*A*] has changed his address to 23 High Street, Portsmouth (Portsmouth 26628).

Mr C. B. Martindale [*F*] has moved his Beaconsfield office to 23 Wilton Road, Beaconsfield, Bucks (Beaconsfield 103).

Mr John H. Mason [*L*] has changed his address to 46 Holden Way, Upminster, Essex.

Mr Norman C. Millin [*A*] has changed his address to 144 Mickleburgh Hill, Herne Bay, Kent.

Mr Richard S. Nickson, MA (CANTAB), AADIP., FRSA [*F*] has moved his office to 5 Mill Street, Hanover Square, London, W1 (Mayfair 3873–5).

Messrs Robert Potter and Richard Hare [*F/A*] have opened an office at 62 The Avenue, Southampton, where they will be pleased to receive trade literature, samples, etc.

Messrs Clifford Tee and Gale [*F/A*] have moved to new premises at 5 Eccleston Street, London, SW1, and their offices at 5 and 1A Buckingham Palace Gardens, 147 Victoria Street, and 22 Gillingham Street will be closed.

Mr Ernest F. Tew [*F*] has changed his office address to 11 Belmont, Bath.

Mr A. W. Watters [*A*] has changed his address to c/o County Architect's Department, County Offices, Aylesbury, Bucks.

Mr Paul White, MA (CANTAB) [*A*] has closed his office at 170 High Street, Guildford, and has transferred his practice to 27 Boxgrove Road, Guildford (Guildford 66198), where he will be pleased to receive trade literature. Representatives by appointment only.

Mr D. R. Wilson [*A*] has changed his address to Kilvington, The Oval, Benton, Newcastle upon Tyne (Newcastle 666451).

PRACTICES AND PARTNERSHIPS WANTED AND AVAILABLE

Member wishes to dispose of old established West Country practice. Box 193, c/o Secretary, RIBA.

Associate (42) with small office and practice covering Tyne-Tees area wishes to work in association with London architects or others having work in this area but no office accommodation. Box 194, c/o Secretary, RIBA.

Associate (34) with varied local authority and private practice experience, seeks partnership or position leading thereto in North of England. Some capital available. Box 196, c/o Secretary, RIBA.

Two senior assistants, with a view to partnership, required immediately for Liverpool office. Reply giving details of training and experience of practice. Box 197, c/o Secretary, RIBA.

For sale. Architectural practice in Yorkshire. Gross fees exceed £12,000 p.a. Replies in confidence. Box 198, c/o Secretary, RIBA.

Partnership available in busy country practice in Exeter area to qualified architect willing to undertake a probationary period at a good salary. Box 199, c/o Secretary, RIBA.

South-east Kent. Senior partner in old and well-established general practice contemplates retirement and disposal. Box 200, c/o Secretary, RIBA.

Associate, experienced and capable, but faced with staff difficulties and too much work in own practice, seeks partnership or amalgamation with well-established and progressive firm in West Riding. Capital available. Box 201, c/o Secretary, RIBA.

For sale. Practice in Surrey. Outskirts West London. Yearly average over £3,000 net. Box 203, c/o Secretary, RIBA.

Fellow with London and overseas practice wishes to contact member with own practice, with a view to initial working in association in pleasant offices at Wimbledon and eventual partnership. Box 204, c/o Secretary, RIBA.

Two experienced Associates with capital available wish to contact a practising architect who is contemplating retirement in the next few years, with a view to contributing their services and purchasing the practice by stages. Location preferably west of a line Wirral to Wight. Box 205, c/o Secretary, RIBA.

Qualified partner, with own small connection, required to assist on current work and with a view to taking over eventually small practice specialising on school work in London and the Home Counties. Offices for staff of five in WC2. Box 206, c/o Secretary, RIBA.

Firm of architects in a north-west city have space available for young architect wishing to start practice on his own and able to give some assistance. Box 207, c/o Secretary, RIBA.

East Midland member with progressive practice in five counties requires able young partner who is dedicated to private practice. Experience of schools and multi-storey offices an advantage. Box 209, Secretary, RIBA.

Associate (46) widely experienced in all branches of architecture and now in Technical Education would greatly appreciate part-time association with firm of architects in North Birmingham, Sutton Coldfield or Lichfield area, with view to possible partnership. Some capital available. Box 210, c/o Secretary, RIBA.

Junior partner wanted—lively practice on South Coast. Box 211, c/o Secretary, RIBA.

ACCOMMODATION

Fellow requires office space, central London area. Two rooms – about 300 sq. ft. Box 202, c/o Secretary, RIBA.

To let in South Kensington – Chelsea area, large studio with gallery as drawing office, with cloakroom and annex. Approx. 1,000 sq. ft. Secluded, overlooking garden. LCC permission. Box 208, c/o Secretary, RIBA.

MISCELLANEOUS

For sale. Iron stand with drawing board – double elephant size. £7 10*s*. Box 195, c/o Secretary, RIBA.

If any member can put the writer in touch with a source of about 10,000 second-hand, hand-made multi-coloured facings having irregular texture and colourings and size for extension to existing brick church, would he please contact **Marsh and Waite** [*A*], 14 King Street, King's Lynn, Norfolk, who will be very grateful for information.

Professor Alexander Potter [*F*] of the Department of Architecture, University of Khartoum, would be pleased to receive trade literature and samples, at PO Box 487, Khartoum, Sudan.

Mr Frederick H. Ward [*A*] has been elected a Professional Associate of the Royal Institution of Chartered Surveyors.

The Royal Institute of British Architects, as a body, is not responsible for the statements made or opinions expressed in the JOURNAL.

ABS

Christmas Message from Sir William Holford, President Architects' Benevolent Society

In one hour I heard of 30 cases of real distress suffered by architects or their widows or children.

I heard about a young man who was blinded in a motor accident on the threshold of his architectural career; and of a widow of 28 who was left with a seven-month old baby, destitute except for the return of her husband's pension contributions and a State pension of £3 17*s*. weekly. There were several others like this, as well as the repetitive cases of old people who were suffering poverty through the depreciation of their retirement incomes.

I heard all this at my first meeting as President of the Council of the ABS. If you had been there you would have wanted to put your hand in your pocket immediately. Will you do just that? And will you do it now?

Christmas is a time for giving, and any donation you can make to the Society will be well spent on extra comforts for those whose lives are bleak and dreary, and on dire necessity for those who live with the perpetual nightmare of helplessness.

Many architects have responded generously to Graham Dawbarn's appeal for regular subscribers. This letter is mainly directed to the rest.

Gifts should be sent to the Secretary, ABS, 66 Portland Place, W1, and when you receive her grateful acknowledgment, may you have an even happier Christmas.

Photo: Wokingham Times

Transport—The Crux of City Planning

By C. D. Buchanan, BSC., AMICE, MTPI [*A*]

A paper read on 18 October at the National Conference of the Town and Country Planning Association

This paper, in which I seek to pick out a dozen important questions in the field of urban transport, is bound to be largely concerned with problems of motor traffic, and I think I should give some explanation why this is so. Up to the turn of the century or just before we were jogging along quite nicely in matters of transport. We had horses and carts, horse drawn omnibuses, canals and railways. I am not saying that everything was perfect – the slums had already been built and it could be argued that transport difficulties were at least one reason for the high-density huddles of miserable houses close to the factories – but fast heavy traffic was confined to purpose-built railways, there were no road accidents to speak of, there was no ribbon development, and the countryside was largely unsullied. The transport system served well enough as a basis for our becoming a great industrial nation.

Then what happened? Some restless soul, irked by the sight of mechanically-propelled vehicles confined to special tracks, brought over from the Continent the newly invented motor-car which could proceed independently along any road. Never was a bigger apple cart more thoroughly upset. There was a lull for a few years and then in the early 1920's the new invention set about its career in earnest. It behaved rather like a spoiled child. It started to tear our more-or-less compact towns to pieces, it scattered the bits far and wide, along main roads in the form of ribbon development, and over the countryside in the form of suburban sprawl and sporadic pock-markings. It piled itself up in towns to the point of throttling their civilised life. It gnawed its way into the railway system and pretty well brought the whole structure crashing to the ground. It became a killer of the first order, accounting by 1938 for some 7,000 deaths annually. Most ironically of all, being itself a means of transport, it so influenced the disposition of development that it created a whole new series of transport problems, and now there is at least the doubt whether it is capable of solving them. Yet, in spite of all this, and again like a spoiled child, it so insinuated itself into our affections that now we worship it, and seem prepared to make any sacrifices just so long as we can have it around. That is why this paper must be largely concerned with motor traffic. Much of our future happiness and well-being depends on the extent to which we can control the motor vehicle and make it serve our ends without dominating us.

Future of the Motor Vehicle

Some of you may think that my first question is naïve, but I am going to pose it nevertheless because I know, from long experience, that if I do not ask it someone else will in the first few minutes of the discussion. The question is whether the motor vehicle really has a long term future or whether we shall not all be taking to a variety of flying devices within a few years which will dispose of all the present difficulties on

the roads even if it creates another set up aloft. I think there are a good many people around who hold this view that 'the future is in the air'.

I am inclined myself to dismiss this attitude at once. Vehicle styles will doubtless change, and the source of motive power may change so that it is no longer strictly a motor-car, but the advantages of this kind of machine for quick, independent, door-to-door movement on the ground are so desirable that I think we shall always wish to retain it. Someone, I am sure, will canvass the possibility that the same door-to-door movement could be given in the third dimension, by some kind of personal helicopter. I should like to know what experts think about this, but the difficulties of weather, navigation and traffic control seem so formidable to me that I cannot visualise the time when Whitehall skies are darkened every morning by the mass descent of civil servants, whereas, as we progressively improve the road inlets to central London, I can see the time when the whole place is a seething mass of cars. Indeed it's practically that already.

On the other hand I sometimes wonder whether there may not be subtle changes leading to substantial differences in the usage of vehicles. At the moment, for instance, we are witnessing the start of the percolation of car ownership down through the main mass of the population. So far it has been the done thing to have a car. Competition will doubtless go on and it will be a matter of having two, three or four cars. But when everyone has everything then no one has anything, and perhaps the trend will then be reversed and it will be the done thing not to have a car. Or again, could there be a sudden revulsion against, say, motor cycles? However, these are matters beyond my professional scope, and I see no reason to doubt present estimates that we shall have perhaps 16 million vehicles within ten years – twice the present figure. But I would feel happier if these matters were being considered from an economic and sociological angle as well as from the rather crude statistical standpoint which is the only one that has been taken so far.

Present Difficulties

My second question is this: what, broadly, are the difficulties with our present urban transport arrangements, and how serious are they? Most people, I think, would say three things are wrong:

1. Traffic jams and slow progress.
2. Lack of cheap, convenient parking space.
3. Overcrowding and delays in public transport at the rush hours.

If these could be remedied, I believe the majority of the public would be well satisfied. I do not think there is very much understanding of what might be involved in the remedies, and for myself I find it curious that there still seems to be very little genuine concern about accidents and many other aspects of motor traffic which I find extremely disturbing.

It is always a little awkward to find yourself taking a different point of view from the general one, but I really doubt whether people are seeing the matter broadly enough. I am not at all sure that traffic delays and lack of parking space are the essence of present difficulties. My submission is that what is really happening is that urban areas, and particularly urban centres, are rapidly becoming horribly uncivilised places under the influence of motor traffic, and that it is our whole urban tradition that is at stake and not just minor matters of movement and parking. Most of us live most of our lives in urban areas, but we seem to be forgetting what towns ought to be like. We are thrilled to bits when someone comes forward with an idea for speeding up traffic by 1·75 miles per hour, or for guard rails to prevent us stepping off the kerb, or for an 'all-red' at the traffic lights to give us another three seconds to scuttle across more or less in safety. I am not decrying such measures, they may well be necessary in the short term, but they must not blind us to a vision of the future. I think we should have a vision of urban areas where we don't have to run for our lives at the approach of a motor vehicle, where we don't have to wait mud-bespattered in driving rain for the buses, where we don't have to breathe in vehicle fumes, where we don't have to converse in signs because of the noise, where we don't have to struggle along narrow congested pavements, where we don't have vehicles stationary or moving cluttering up every yard of available space, and where we can wander freely about and take stock of our surroundings and receive the stimulus that a coherent urban environment can give. This is a fundamental question of values, and I hope very much that we shall have some discussion on this. The prospect that terrifies me is that we shall dodge along from one 'improvement' to the next, widening out and opening up, destroying things of value right and left, but even so never catching up with the motor vehicle. I think that is the sad lesson of the last 40 years.

The real question here is what kind of towns ought we to be planning for the motor age. I have just referred to the 'stimulus of a coherent urban environment' and this means that for myself I believe firmly that we should seek to continue in the main-stream of urban tradition with its emphasis on compactness, easy social exchanges, architectural unity, and freedom of movement for pedestrians. The difficulty we are up against is that the motor vehicle operates strongly against these urban qualities; already it has proved an arch scatterer of development and given its head will continue with the job. I think it is too easy to get carried away emotionally by the prospect of the motor age. I see no reason to panic and to abandon the great tradition of compactness in favour of the sprawl and dispersal that wholesale acceptance of the 'drive-in' philosophy would involve. This is the real challenge ahead, to see how far we can retain cities broadly in the traditional concept (though perhaps much changed in detail) whilst securing reasonably full exploitation of the many remarkable qualities of motor transport.

Nature of Congestion

My third question relates to the nature of urban road traffic congestion. What is really happening? If you wander about a city you become aware of endless streams of traffic moving along the loose network of streets, crossing and re-crossing and weaving a complex pattern of movement. But if you try to analyse it you find it's an indistinguishable maze, you can't give it any form nor assign causes or determinants nor see what inspired these movements and to what end.

On the other hand it's easy enough to see certain things that appear to be interfering with the simple flow of traffic – namely too-narrow streets, stationary vehicles, and street junctions.

I think we have taken the easy road here – we have devoted all our attention to this simple question of traffic movement. Natural enough, I suppose. The motor vehicle is a machine for movement, so what more natural than to concentrate on the things that prevent it moving?

By-passes illustrate my point. Many by-passes were built between the wars to facilitate the movement of through-traffic, and whilst I would not deny their value for that purpose, nor deny that many more are needed, yet the fact remains that most by-passed towns, even quite small ones, are still choc-a-bloc with traffic. Why? In general terms, I am sure the reason is that a new social habit has arisen, the motor vehicle has become part of the ordinary equipment of daily life, useful for a thousand-and-one commonplace comings and goings. Our present urban arrangements simply cannot cope with the influx of traffic that this new habit involves. But in the pre-occupation with through-traffic the new habit has been neglected; quite incredibly, as it seems to me, it remains virtually undocumented, and now that we are faced with the need for dealing with the problems it raises we are really none too sure what is going on and what ought to be done for the best.

Personally I would like to see a few thorough-going studies

made for various types of urban areas to reveal just what use is being made of motor vehicles and how it is all related to the kind and disposition of the buildings. Whilst I hesitate to forecast the results of such studies I have a hunch that the present pattern of movement in urban centres would be revealed not only as a series of 'canalisable' journeys, but also as a maze of criss-cross journeys amenable neither to canalisation nor to direction into a few 'terminal stations'.

If I am right about the penetrative, meandering nature of much of motor traffic, then I think it is at least clear that the 'solution' does not lie simply in constructing or improving a few main arteries for canalised traffic flows. I am almost inclined to go further and to say that to build new arteries alone – to build for instance the urban motorways which from one angle are such a logical answer to the terrible conditions on the radial roads – might make matters worse by stimulating travel and building up an even worse terminal problem. I think it is a much more complicated matter involving roads and buildings together in the interstitial areas between the canalised flows. It is in these areas that the motor vehicle comes to roost in more senses than one. I think that buildings and access ways need to be considered together as part of a single design problem, in much the same way that an architect designing some large building such as a hospital with many complex problems of circulation, works the whole scheme up with constant attention to the intimate relationship between accommodation and circulation. I find it significant that the real advances we have made in handling urban traffic since the war (I am thinking of the New Towns and Coventry) seem to have come about as a result of a comprehensive architectural approach in the manner I have tried to describe, and the least has resulted when roads on the one hand and buildings on the other have been left to the separate professions.

The real gist of what I am trying to say under this heading is that road traffic planning is absolutely inseparable from land use planning.

Arrangement of Buildings and Access Ways for Motor Traffic

My fourth question follows straight on – granted that there are these two aspects to urban traffic – canalisable flows and meandering journeys – what kind of arrangements of buildings and access ways are required to cope with it? This I think is the great unfilled gap in our planning technique.

A useful approach to this question is to go to the extreme and to ask what sort of design would result if you could start afresh on an absolutely clear site. This turns out to be a very difficult design problem, and I would like to emphasise the point. Even given the best conditions, it is still extremely difficult to devise an arrangement of all the things that go to make up a busy urban area and yet provide for a high degree of 'motorisation'. This is a comparatively neglected exercise so perhaps I may be forgiven for referring to a study made two years ago by Paul Boissevain, Percy Johnson-Marshall, and myself in connection with an entry for the Berlin central area planning competition. In this exercise we divided the area into a number of rectangular 'super-blocks' set in a grid of motorways which linked to the main cross-country motorways. Within the super-blocks the whole ground area was devoted to traffic uses – bus stops, goods deliveries, car parking and access to further sub-ground car parks. Each super-block was to be decked completely over at first-floor level with light connecting bridges to adjoining blocks. These decks became, as it were, the new level for city life. Here were to be placed all the shops, the offices, the churches, the squares, the fountains and the trees. We felt that by raising city life above the traffic we were providing the opportunity for a return to the best traditions of civic design. I think I learned two main lessons from this study. The first is that the motor vehicle has largely destroyed the long-standing concept of the ordinary town street, and the other is that the standard at which pedestrians are catered for is a measure of the civilised quality of a scheme.

Lest you should dismiss this kind of thing as fantastic I might mention that at Cumbernauld New Town in Scotland it is proposed to build a multi-level town centre; and the London County Council have also just completed a fascinating study for their proposed new town at Hook with a decked town centre with pedestrian bridges connecting directly to the first floors of adjoining residential flats, and with virtually the whole ground area given over to traffic.

It is, of course, one thing to think in these terms for a new town, but quite another when it comes to an existing densely-developed town. An interesting study was made a few years ago for Fort Worth, in Texas, where an effort was made to leave the existing centre more or less intact, but to check the dominance of the motor vehicle. The aim was put more expressively in the report as 'getting the pig out of the parlour'. The solution was to put an express-way ring round the down town area with links to the main radial express-ways. Spurs would lead off the ring to a number of multi-storey car parks pushed well towards the centre so that most parts of the central area were within easy walking distance. Service traffic to the building was to be by means of an underground ring road with spurs leading to loading bays underneath the buildings themselves. By this means it was claimed that the central streets would be completely cleared of motor traffic, they would become wholly pedestrian subject only to the possibility of 'electric carts' for the tired and elderly.

Well, that sounds fairly simple and straightforward, but the implications, when you look into it, are terrific. The circular express-way is not a modest little ring road of the kind we became accustomed to in the post-war plans, it is a gigantic full-blooded American motorway, many lanes wide, with highly elaborate multi-level intersections. The parking garages are huge mechanised structures, so large that moving footways are necessary to help car owners to get from one end to the other. The underground goods delivery road is not a little subway, but a major work of engineering. The interest of this scheme is that it purports to give the answer to the motor vehicle without wholesale demolition and redevelopment of the place, it might therefore be termed the not-too-drastic solution, but there is no doubt that the measures are in reality very drastic indeed.

On a smaller scale we have in this country made a most interesting contribution to these problems in our New Towns. In these the town centres have been developed more or less to a pattern which, for convenience, I call the New Town formula. Essentially it is this: you have a normal-looking shopping street but it is wholly pedestrian, the goods are all brought in from a service road to the rear, and the car park and bus station are also to the rear or the flanks. On this simple theme many variations can be played. The streets can be arranged in quite complex patterns with scope for open squares and pleasant features. The completest example so far is at Stevenage; you can go there and see a wholly pedestrian town centre, gay and intimate, with a lively central square with trees and a pool, and wholly free from the nuisance and dangers of motor traffic. There was a time when people said pedestrian shopping centres would never work, but here the principle has triumphed against strenuous opposition.

One intriguing question arises in all these studies – is it possible to design an urban area to cater for the full potential of motorisation without the assistance of public transport, or what the Americans rather more descriptively call 'mass transit'? Personally I do not think it is possible because, to put it simply, the requirements for circulation and parking space become so great that there is no room for the town. You are driven right away from the tradition of compactness. Even in our Berlin scheme, with its highly elaborate arrangements, we felt it essential to retain the underground railway system with connections to super blocks.

I think however that given a readiness to accept a great deal of redevelopment of towns – probably to the New Town formula for the smaller places, and bold use of multi-levels for the larger towns, it will be possible to cater for a great deal

of motorisation, but if it is not the whole potential, if there *has* to be mass transit for much of the movement, then the question arises how in a free society you strike the balance between the two. Suppose something like our Berlin scheme were actually built, capable of dealing with a great deal of motor traffic, but not by any means with the whole potential, how could it be safe-guarded against being clogged up by further increases in traffic? The implication is that at some point in time it would become necessary to say 'This place is designed for so much traffic and no more'. You may think it is a wholly academic question, because we are never likely to get anything like this kind of reconstruction here, but of course this really makes the question much more pertinent. Any less ambitious development would cater for less traffic, but the potential remains the same and so the clogging up would take place sooner and probably more acutely.

Possibilities of Traffic Restriction

This leads me directly to my fifth question. Could the existing pattern and fabric of towns be preserved by any policy deliberately aimed at reducing traffic to manageable proportions by means of restrictions? In all the talks I have given on this subject I have always found this a most touchy question provoking people to violent views. I am not going to express a view on it at all, all I am saying is that if the motor vehicle is going to demand very expensive and far-reaching changes to towns, then it is logical to ask whether we really need to have all this motor traffic. So often I hear people say that it's wicked even to think of separating the common man from his motor-car. I am not quarrelling with that view, I am only trying to point out the consequences, which, I am sure, are very serious. So I would plead for this question to receive fair consideration, and at any rate for the facts to be revealed. Perhaps the most important point would be this: suppose some traffic *could* be cut off (e.g. private car traffic firmly checked at peripheral car parks) what would the essential residual traffic amount to? Would it still be enough to demand major modifications to the central areas? Perhaps I could draw attention here to the common mistake so many people make when they assume that all our traffic consists only of private cars. A great deal of it is vital commercial and industrial traffic.

Public Transport

My sixth question is related to the last, and concerns public transport. Is there scope for so improving public transport that the need for other drastic measures to deal with motor traffic could be avoided? This is frequently canvassed as the remedy for all difficulties. The first point to remember is that the whole of the final distribution of goods and commodities, including the distribution of goods from railway goods depots, is done by motor transport, and for myself I cannot see any other form of transport taking on this task. As far as passenger transport is concerned the choice in most towns at present is between private cars and buses. The current tendency seems to be for the buses to be losing custom to the cars, and this would somehow have to be reversed to achieve a reduction of traffic. I really do not know what the possibilities are, but I should be surprised if the gains could be very great. Even if we could get rid of all private car traffic in favour of buses I would still say that it is not a sensible arrangement to have buses, which are appallingly noisy dominating elements, in a conventional shopping street, but the consequences of trying to get them out are, as I hope I have now made clear, very difficult.

There remains the possibility of some other form of transport. In London the underground railways exist already. You only have to go to Oxford Circus at the evening rush hour to realise that there is scope for some improvement, but I am not clear what scope there is for improvements of a kind that would attract motorists in large numbers from their cars. It seems very doubtful whether further additions to London's underground are feasible economically, and the same applies to underground systems in towns that at present have none. Completely different systems (e.g. elevated monorails) are advocated from time to time, but as yet none of these proposals has stood up to the test of examination. So I confess to being puzzled about the potentialities of public transport. Meanwhile it seems plain that we should seek the best possible use of public transport as we have it, and after all it does carry by far the lion's share of the load. The consistent lesson from other countries seems to be that where they have neglected public transport in favour of the car they have come to regret it.

Rearrangement of Urban Functions

My seventh question also bears on the possibility of a different approach to the problem. What is the scope for rearranging urban functions in a way that would substantially reduce the transport difficulties now arising? Up to a point this has long been and still is accepted planning policy. Most development plans have zoning provisions whereby, as opportunities arise, unsatisfactory mixtures of development are gradually sorted out. Most development plans, too, have provisions (floor space index, plot ratio, etc.) to secure that over-building, or the placing of too much accommodation on too little ground, does not take place. I am thinking, however, of something more drastic than this – a deliberate re-shuffling of urban functions to meet transport problems.

I suppose the extreme possibility would be a drastic decentralisation from the big towns to new towns or expanded small towns. There is nothing new in this idea. As I understood the County of London Plan and the Greater London Plan, one of the main things to be achieved by the dispersal of a million people was a substantial easing of traffic congestion. The dispersal has gone ahead, but due to various circumstances it is hard to see the slightest amelioration of traffic congestion, in fact the situation has manifestly got worse. I think it must be admitted that that particular objective of the London Plans has been missed completely for several reasons. Too optimistic a view was taken of the possibilities of controlling the 'draw' of Central London, the population basis proved faulty, the capacity of the suburbs to house commuters without serious encroachment on the green belt was underestimated and the growth of motor traffic was not fully foreseen. None of this, however, necessarily means that the principle was wrong. Large scale decentralisation raises many political issues in which I must not get involved, but I think I am right in saying that this is still a valid long-term possibility.

But there is still the possibility of a re-shuffle broadly within the existing confines of a city. Could central areas for instance, where clearly the congestion is greatest, be dispersed so that there are no longer these formidable inward and outward pulses to be dealt with? Or could they be dispersed *in part* – offices to suburban areas, and shops to peripheral sites? Some people, doubtless with American experience in mind, say this is going to happen anyhow by a natural process as it were – a reaction against intolerably crowded conditions in the centre. I confess I cannot see this matter clearly. Nothing of this sort is provided for in our urban development plans, but I think most town planners must have nightmares from time to time that there are inexorable forces at work which will bring their carefully laid plans to naught. Meanwhile I leave you with this thought – suppose some enterprising person managed to drive a coach and horses through the planning controls, and established an American type shopping centre in the green belt north-west of London, with unlimited parking for cars? Would it be a good thing or a bad thing? I daresay it would be a roaring success commercially, but I doubt in my bones whether it would be a good thing for London.

Problems of Implementation

My eighth question is this: assuming I am right that the motor vehicle really is a powerful influence on urban form,

how are we to achieve the necessary transformations to cope with it? Does it involve the comprehensive redevelopment of urban areas in sizeable blocks, or can it be done piecemeal? *This is the crux within the crux.* I am fairly confident in my own mind that it cannot be done piecemeal, and that scattered re-building here and there is the strongest possible inducement to the perpetuation of existing conditions. You don't have to look very far to see the opportunities that are being missed through piecemeal development, and they are opportunities that will not come again for the best part of a century.

All the administrative and financial problems of comprehensive redevelopment were fully discussed at the Civic Trust's Conference on Re-building City Centres last July, and it would be out of place for me to pursue them here. There is, however, one point that I ought to make. Whereas I am maintaining that comprehensive redevelopment is probably essential to the solution of many traffic problems, the fact is that the present pressure or drive for comprehensive redevelopment is not as a rule due to a desire to deal with traffic problems, but arises out of the obsolescence of the property. There is thus a danger that the opportunities for dealing with traffic when comprehensive redevelopment is in the wind will be overlooked. If comprehensive redevelopment presents one of *the best chances* of dealing with traffic, then there is a particular responsibility for examining the scope presented by every scheme. Conversely, when a new road or a substantial road widening is made then I would plead again for a study of the opportunities presented in each case, and for a reasonably liberal attitude that would not necessarily confine the redevelopment to the narrowest possible area outside the highway.

Accommodating Major Road Works in Towns

My ninth question is one of detail, though a rather big detail as it happens. What really are the planning and architectural problems involved in accommodating big new roads in urban areas? Is there any way of making them less savagely destructive than the American examples appear to be? I must admit that there is room for two views here, and the implications in my question may not be accepted by all. Many people go abroad and come back quite dazzled by the engineering works they have seen and would not admit that there is really any problem. Others, however, are appalled at the destructiveness of the new roads, the way they sever districts, the blight they cast on adjoining lands, the enormous areas of land they require, particularly for their labyrinthine intersections, and worst of all for the way they disjoint the urban scene and cast to the wind every architectural conception there has ever been.

This, of course, is a planning as well as a design problem. Much could probably be done to reduce the impact of these roads by contriving their location within belts of open space or along the boundaries between communities or land use zones. This aspect needs consideration from the earliest moment such schemes are mooted so that a fair balance can be secured between traffic and environmental needs. I think what has worried the architectural profession recently is that decisions regarding the location of these potentially destructive roads would be taken on traffic engineering grounds alone without regard to planning and architectural considerations.

There is, however, a sheer design problem as well, and I think it is the intersections that present the greatest difficulty. I think I can detect a general revulsion now against roundabouts, and they certainly irritate me both as a driver and as an architect. But the alternative, so it appears, is one of these labyrinthine layouts which are far more efficient but even more destructive. It is not only that these roads and intersections are expensive and difficult to absorb in urban areas, it is also that they throw up serious problems of replacing all the houses and other buildings destroyed. I think it is questionable whether any urban area can absorb more than a limited amount of roads of this kind, and the thought sometimes goes through my mind that this may be one of the factors controlling the amount of traffic that urban areas can cope with.

Towns of Historic and Architectural Value

My tenth question is this: what are we going to do about those towns, or those parts of towns, where we simply cannot take the responsibility for effecting any major change on account of historical, architectural or sentimental value? This question should be readily capable of analysis, because it is possible to start from the firm basis that a ring is drawn round these towns or areas with a label 'No Change' attached to it, and the consequences should then be deducible. When I say 'No Change' I do not intend to exclude the change that the present traffic overwhelming these areas should be cleared out. This brings me back to my second question relating to the essential values of a civilised environment. I think good architecture pre-eminently is one of these values, but good architecture is no good unless it can be seen. What is the use of the High at Oxford if you can't see it during normal waking hours? I watched some Americans the other day in a most attractive Midland town, there they stood with their cameras, but God knows what will be flashed on a thousand domestic screens back home this fall – lorries, tankers, buses and motor-cycles. They won't get much architecture or history on their screens.

The consequences of a 'No Change' notice would not be easy to face – diversionary roads, car parks at a distance, goods' deliveries at awkward hours, perhaps considerable loss of the door-to-door value of motor traffic, and people might even have to walk. Nevertheless, if we are going to hand these places on to succeeding generations I cannot avoid the conclusion that some degree of restriction of traffic will be necessary.

I must confess here to some impatience with those traffic studies which seem based on an unnecessary solicitude for the motor driver, which discuss exhaustively for instance whether a driver could be persuaded onto a relief road by reason of its good alignment and saving of time as against the shorter line of the old road. I wonder they haven't thought of sticking up big notices 'This way for the relief road and your free iced lolly'. In these towns that we value I daresay the time will come when drivers won't have a choice. When they'll find their routes determined for them, they may be quite inconvenient routes and if they want to see the place they will have to go to quite a lot of trouble. You know, it is really quite simple – we can't have the cake and eat it too. We can't have peace and quiet and dignity in these places and all have our motors there as well.

Car Parking

My eleventh question is our old friend car parking. This was the subject of a whole-day convention at Central Hall only a fortnight ago, so I will deal with it very briefly. I don't think there are any serious technical problems outstanding. The questions are *where* should parking space be provided, *who* should provide it, and *who* should pay for it. There are questions of policy here in which I must not get involved. I only want to say, and it follows from what I have said already, that if in the future it becomes necessary to define in some way the amount of traffic an urban area can accommodate, then regulation of parking space is one obvious instrument. It may sound crazy to say this at the present time, when everyone is shrieking for parking space, but it would not surprise me if the day were to come when we were obliged to say 'We are not providing any more central parking space, because we cannot cope with the consequential problems'. I am not sure of my ground here, but I believe this situation has now arisen in some American cities.

Lessons from Abroad

This leads me straight to my twelfth and final question, which may be the most important one of all. What are the lessons to be learned from other countries? In Britain we have

pioneered many things from which the rest of the world has benefited, but we did not invent the motor vehicle and now that we are struggling with its consequences we can fairly turn to see how other countries are managing. I have long maintained (and as a result gained some reputation as a defeatist) that in dealing with urban congestion it will pay us as a nation not to be pioneers. We are in a more delicate situation than other countries – we have only limited reserves of land, and though we have many towns which compare well for urban character with anything abroad, they are fragile and all too easily harmed. We can already brood regretfully over past mistakes, but what has already happened could be as nothing compared with the damage that could be done in the future. Therefore I would plead for the most exhaustive culling of all the lessons of foreign experience. It is all too easy when looking at projects abroad to be dazzled by their size and cost and their appearance in aerial photographs, I plead for the objective critical study of these projects to see how they have contributed to the final problem of reconciling motor traffic with the needs of civilised towns.

Conclusion

I have endeavoured in this paper to set down a round dozen questions relating to urban transport. I do not claim that they are the only questions arising, and I am sure that other people will think of different points and perhaps rate them higher than some of mine. Nevertheless I think that if my questions could be answered clearly we should be a good deal nearer understanding how to deal with a perplexing subject.

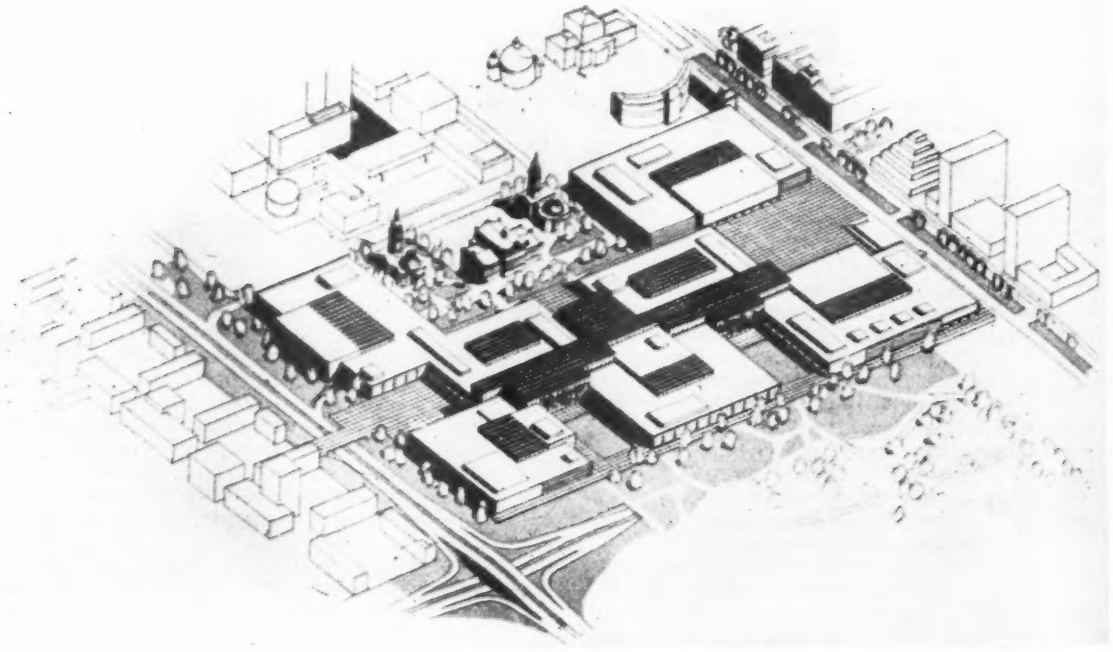
I predicted at the beginning of this paper that it was bound to be largely concerned with motor traffic, and so it has proved. I have been, as it were, enmeshed in motor traffic at every turn. This brings me to my final point. I think we are all enmeshed in motor traffic in a very literal sense, so literally that very many thousands of people are killed and injured every year. I regard it as one of the major objectives of town planning to help to control this terrible enmeshment, but I would be acting irresponsibly as a planner if I led anyone to believe that town planning is either the whole answer or the quick answer, or that it is in any way a substitute for that most deserving of campaigns which seeks to instil unremitting vigilance into the minds of all road users.

Mr Buchanan has been appointed Urban Road Planning Adviser to the Ministry of Transport, but the opinions he expresses in the above paper are his own and should not be taken as necessarily representing the views of any Government Department.

A study made in 1958 by Paul Boissevain, Percy Johnson-Marshall and the author in connection with their entry for the Berlin Central Area planning competition.

'In this exercise we divided the area into a number of rectangular super-blocks set in a grid of motorways which linked to the main cross-country motorways. Within the super-blocks the whole ground area was devoted to traffic uses. . . . Each super-block was to be decked completely over at first-floor level . . . . These decks became, as it were, the new level for city life.'

The isometric below shows the main shopping precinct or super-block.



Façadism in Italian Architecture

by Gilbert Herbert, M ARCH, DIP TP (Rand) M I A [*A*]

Part II: Planning Implications of Façadism

PLANNING IMPLICATIONS

The conflict of a plan solved within the limits of a practical attitude, particularly in the matter of utility, and an elevation solved within the framework of an ideal formal preconception, was inevitably one with consequences both upon the aesthetics of the façade, and the efficiency of the plan. We have examined in some detail the results of this conflict upon the façade; let us now therefore turn to an examination of the Italian plan.

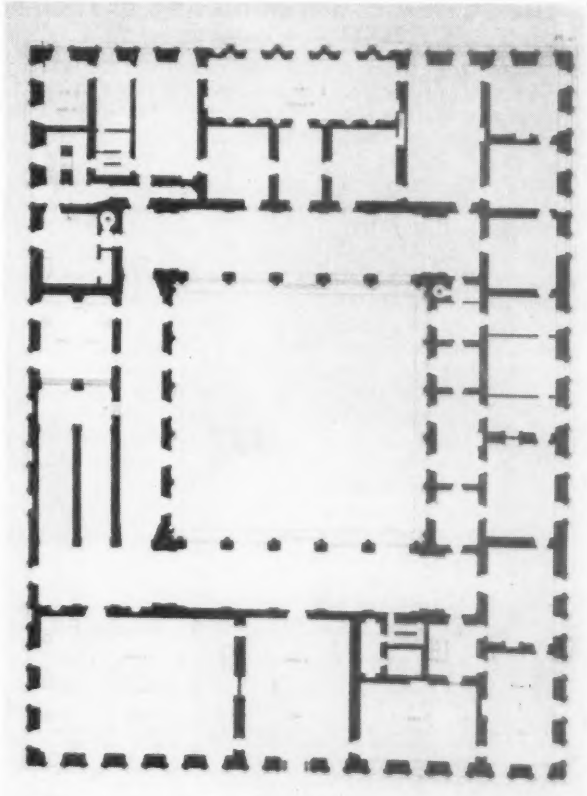
It is possible to approach the problem in two basic ways: first, to solve the plan functionally, and the elevation formally, and not attempt to relate the two, which leads to the screen façade and the columnar screen, as we have interpreted those terms; secondly, to compromise, to a greater or lesser degree, the functional validity of the plan to achieve a correlation with the preconceived formal expression. These two methods of approach are fundamental to the Italian design procedure: the third method, which is the seeking for a pleasing and appropriate formal expression of the functionally-derived plan, does not appear to appeal to the Italian designer 'forever in love with form' as Furneaux Jordan has put it. It is inevitable that when, in the process of compromise which constitutes design procedure, priority is always given to formalistic considerations, planning aberrations will abound.

There are fundamental formal preconceptions which characterise Italian architecture throughout its historical development, and which each have important implications in the field of planning. It would be profitable to study some of these preoccupations with form, which may be classified under the heads of visual order, symmetry, monumentality and symbolism. This classification is of course arbitrary, in the sense that the various subdivisions can be shown to overlap; but it is a convenient classification, as it illuminates certain problems of façade: plan relationships.

Ernesto Rogers, in seeking the eternal verities of Italian architecture, suggests that 'geometry sums up the variety of the themes of art and limpidly represents its poetic content'.[1] This concept of geometry as the overriding discipline in architecture becomes the mechanism for achieving visual order. The Italian always strives not only for underlying but also apparent order, and picturesque informality has never been an Italian trait. Proportion is an important aspect of this search for apparent order, which will be dealt with later. In only two periods of Italian history has this discipline of geometry been abandoned, once in the Baroque, and latterly in the organic movement centred upon post-war Rome. In both these cases the formalism of preconceived plastic form has been substituted as a straitjacket to legitimate functional planning. This geometry frequently implies a regular beat of windows, giving an undifferentiated elevation to what may be a differentiated plan, as in the Cancelleria, where the same windows march across the façade of palace and church; or in the new municipal market building in the Parioli district of Rome, where internal partition walls have to be cut obliquely to permit the opening of undifferentiated and uncorrelated fenestration; or in Gardella's famous flats in Milan, where the even beat of windows results in a bathroom window which extends from floor to ceiling.

One of the results of this demand for apparent order is the insistence on symmetry. This symmetry is usually external symmetry, the symmetry of façades rather than the meticulous symmetry of plans. Pevsner talks of the blank windows and similar contrivances which force into outward symmetry what could not be matched inside; and this is a consequence we see everywhere it Italy. This approximate symmetry nevertheless implies a degree of control of the plan which militates against functional efficiency; and the total symmetry which Palladio introduced, the 'systemisation of the ground plan', as Wittkower[2] euphemistically calls it, further sacrificed efficiency and utility to formalistic ends. As Viollet-le-Duc trenchantly put it so long ago, but so aptly, it is very unreasonable of the architect 'to neglect to pay attention to the superficial dimensions of apartments so as to fix the height suitable to each of them; to light small chambers or passageways by windows having the same dimensions as those used for larger apartments; to make lateral corridors obstruct all the light from one of the faces of the building; staircases cut across the middle of window openings; mezzanine stories at the expense of large windows, so that a given architectural style . . . may not be interfered with'.[3] Viollet-le-Duc was writing of the Renaissance, but his criticism of planning aberrations caused by formalistic concepts is applicable to the whole range of Italian architecture, and not least to the architecture of the present day.

22. P. Farnese, Rome, Sangallo and Michelangelo; false windows to service court, blank windows across staircase, small rooms with many windows, large rooms with few, access to various chambers inconvenient. Letarouilly, *Edifices de Rome Moderne*, 2: pl. 117



The question of symmetry is linked with the desire for monumentality, as our analysis of Rome has made clear. Both Summerson and Wittkower have commented on the relationship of the concept of monumentality to the plan form. Summerson first establishes the fundamental monumental character of Italian building, and then[4] discusses the disadvantages of plan-articulation where monumentality is desired; Wittkower states the same point this way: 'In contrast to French and English, most Italian monumental architecture is cubic and conceived in terms of a solid three-dimensional block.'[5] This cubic form is basic to Italian architecture, and public buildings, farmhouses and apartment houses are all moulded to this form. The result is a cramping of planning, a profusion of inner courts, and a complexity of circulation which mars Italian planning to the present day.

The aspect of symbolism also affects planning. Let us take as an illustration one example. The centrally planned church was the ideal to which many Renaissance architects from Alberti onwards directed themselves. These central forms derive from symbolic considerations, Alberti eulogising the circle as Nature's perfect form, Francesco di Giorgio and Palladio regarding the circle as the form symbolic of, and therefore appropriate to, God. In fact, 'the geometrical definition of God through the symbol of the circle or sphere has a pedigree reaching back to the Orphic poets. It was vitalised by Plato [and] it was given pre-eminence in the works of Plotinus. . . .'[6] This symbolic form was, however, not related to the liturgical requirements, which resulted in the frustration of most of the important projects for centrally planned churches and the subsequent alteration of those that were built in a way that destroyed the centralised concept.[7] It is interesting to see how the Renaissance architects strove consistently to achieve a form at variance with the one really functional determinant of the church plan. For formal considerations they fought a hard and completely unrealistic battle, a battle which in terms of classical forms must necessarily fail.

THE SCHISM OF INTERIOR AND EXTERIOR

'In Renaissance architecture – often but not always . . .', writes Posener,[1] 'the relation between inside and outside of a building is consciously suspended. One may even say that the relation between form and context is so suspended.' Our study of the screen façade, the columnar screen, the abstract façade and illusionism adds up to the inevitable conclusion that this schism between inside and outside is characteristic not only of the Renaissance, but of Italian Romanesque, Gothic, Baroque and much 20th-century architecture.

Italian buildings always present to the eye complete architectural statements, when seen from a single point of view. These statements are often incompatible one with the other, and their acceptance is only possible if one can, with Geoffrey Scott, equate vision with feeling, and discount the equation between seeing and knowing. The disunity between front and side of an Italian building, or between inside and outside, cannot affect the aesthetic unity of a single viewpoint vision which sees each aspect in isolation, and which is unaffected by the knowledge of their essential relationships. Vision informed by knowledge, however – and surely what we see is affected by our experimental background – must see the inherent incongruity, that is, the artistic disunity of the whole. In terms of Italian premises, if we can reduce the argument *ad absurdum*, it should be possible to solve an aesthetic problem by pretending that the various portions each belong to a different building; and as only knowledge – which must be discounted – insists on a relationship, the problem of unity is dismissed. Too often, in Italian design, the solution defines its own problem, an untenable artistic position.

Now Pevsner would have us believe that this schism is even applicable to that epitome of the multiple viewpoint, the French Gothic cathedral, claiming that 'inside the cathedral we cannot and are not meant to understand the law governing the whole. Outside we are faced with a frank exposition of the complicated structural mechanism.'[2] This is not, as it first seems to be, a case of schism between interior and exterior, as we find it in Italy. Here we see the exterior first (Pevsner calls it 'the stage apparatus behind the scenes', but the word 'behind' is misleading) and when we go inside we carry with us the memory of the mechanics: this memory makes the interior intellectually comprehensible. The Italian schism is absolute and incomprehensible: the exterior has meaning until one has seen the interior, and then the incompatability is realised.

Apart from the question of lack of correlation between the façade and the interior, from the point of view of both character and dimensions, there is the wider issue of the unpredictability of the internal space from the evidence of the external massing. Martienssen has called this the architecture of excavation, which she defines as 'designing a building in terms of its interior volumes with little or no reference to external masses and their elevations'.[3] She discusses such architecture in ancient Egypt, particularly the rock-cut temples of Abu Simbel, and refers to the examples at Petra: her main concern, however, is the architecture of the Baroque. She shows no link between the ancient and Baroque concepts, but connections can and must be traced. Martienssen fails to establish the link – which in fairness is not necessary to her thesis – because of her preoccupation with the plan, and her neglect of the section. Her statement: 'For the dome is one architectural feature that continues to express itself externally . . .'[4] is ill-considered. The dome of the Salute, to which she specifically refers, is also architecture of excavation, because the false dome visible externally does not coincide spatially with the inner dome. This, as we shall see, is characteristic of Renaissance domes and indeed of sections generally, and is an attribute which may be traced back to the Baptisteries of Pisa and Parma.

Bruno Zevi recasts the schism in new form. He develops the thesis[5] that architecture is primarily (although not exclusively) a matter of space contained. The façade and walls constitute the container (his analogy is 'package' or 'box'), and we are warned not to confuse 'the value of the box with the value of what it contains'. In many cases, container and contained are mutually interdependent, as in a French Gothic cathedral or in the majority of genuinely modern buildings, but this cannot be taken as a rule, because it is not true of a vast number of buildings, notably those of the Baroque period. 'Frequently, in the course of the history of architecture, we find buildings which show a clear discrepancy between container and contained. . . .'[6]

Zevi then proceeds to analyse S. Peter's in terms of its inner and outer space. Here he has misgivings and, while maintaining that we cannot see inner and outer space together, he admits that 'it is also true that this gap is to a certain extent closed by a "fourth dimension" of time employed in seeing the edifice from successive points of view'.[7] He concedes that 'works of unitary conception are marked by a coherence, interdependence, and, it might almost be said . . .', here the words are wrung reluctantly from him, 'an identity between interior space and volume'.[8] This clear-sighted judgement is undermined, however, by a concession which he doubtless feels compelled to make, if he is to validate the bulk of Italian architecture as works of artistic unity. He says: 'In a building erected during different periods or by different

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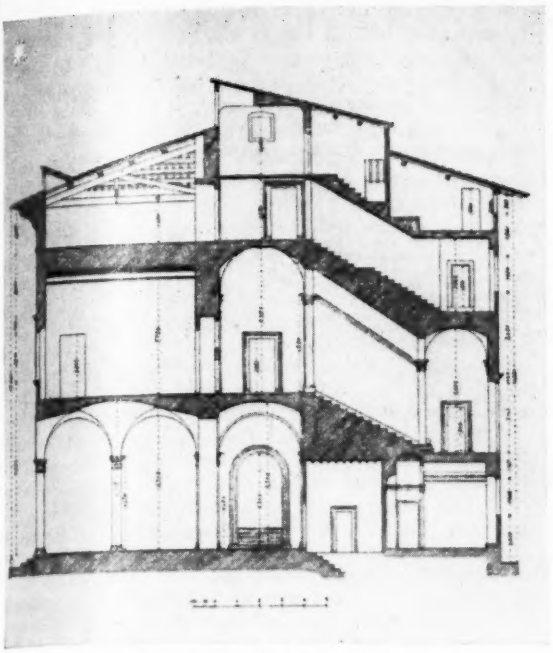
Notes

1. G. E. Kidder Smith, *Italy Builds—l'Italia Construisce*, foreword by Ernesto Rogers, London, Architectural Press, 1955, p. 10.
2. R. Wittkower, *Architectural Principles in the Age of Humanism*, London, Tiranti Ltd, 1952, p. 63.
3. E. Viollet-le-Duc, *Rational Architecture*, trans. by G. M. Huss, New York, Macmillan and Co., 1895, p. 281.
4. J. Summerson, *Heavenly Mansions*, London, Cresset Press, 1949, p. 208.
5. R. Wittkower, *op. cit.*, p. 66.
6. *Ibid.*, p. 26.
7. Wittkower comments: 'It is no exaggeration to say that all the Renaissance centralised buildings received accentuated high altars at the time of the Restoration. In many cases long choirs had even been added to the building (S. Maria di Loreto and S. Anna de' Palafrieni in Rome, S. Stefano in Milan).' R. Wittkower, 'Carlo Rainaldi and the Roman Architecture of the Full Baroque', *The Art Bulletin*, xix, 1937.

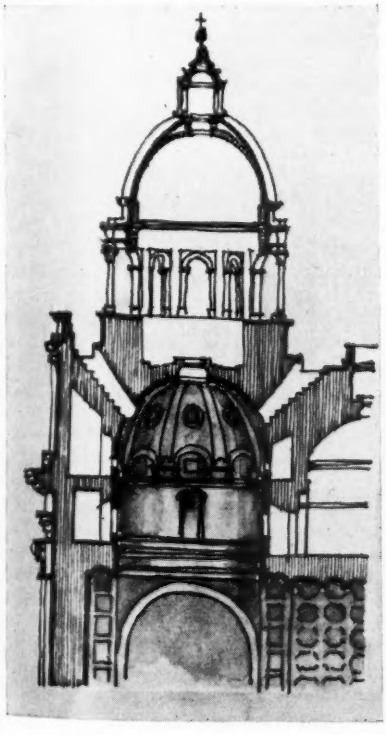


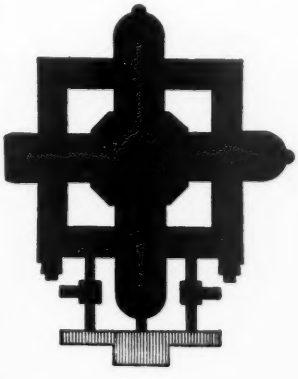
23. P. Pandolfini, Florence, after Raphael; section showing façade uncoordinated with inner compartments. Stegmann and Von Geymuller, *The Architecture of the Renaissance in Tuscany*, p. 12 (1520)

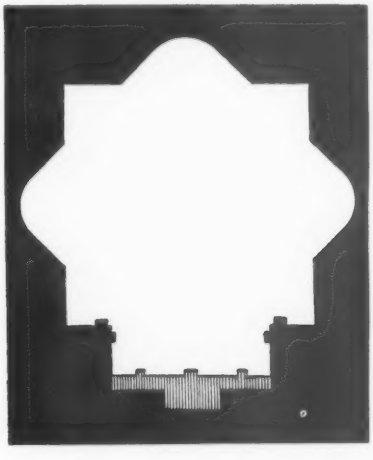
24. S. Pietro, Rome, Michelangelo, *et al.*; section through one of the lesser domes. Drawing by G. Herbert, after Moore, *Character of Renaissance Architecture* (16th century)

25. S. Pietro, Rome, Michelangelo, *et al.*; plan showing inner space. Zevi, *Architecture as Space*, Fig. 2

26. S. Pietro, Rome, Michangelo, *et al.*; plan showing outer space. Zevi, *Architecture as Space*, Fig. 3







architects, where one has created the interior and another the façade, the distinction and antithesis established [in S. Pietro] may be legitimate.'[9] How, one is prompted to ask, is it that the difficulties under which the design was created can *ipso facto* impart unity to a work of art otherwise patently lacking this quality? And is it not a fact that the very nature of the building which can be built façadeless – one cannot conceive this of a building like the Ronchamp chapel – mitigates against it having an identity between inside and outside?

We must note the acknowledged affinity between Zevi and Geoffrey Scott on the question of space. Zevi admits that Scott's interest in space is incidental to his thesis, which is not surprising, because although Scott thinks in terms of isolated inner space and outer volume, his love is not for the contained but for the container. Both Scott and Zevi are forced to concede the inevitability of façadism in terms of this schism.

Zevi attempts to defend the Baroque façade, claiming that while it might be arbitrary from the point of view of the building it fronts, it was logical from the point of view of the urban scene. The implications of siting upon the whole question of façadism will be dealt with later: but at this stage, if we concede the extension of architecture into urbanism, then we must grant the wall a double function. It is, in Zevi's terms, container to both inner and outer space, and modulates them jointly. On joining town-planning's army, the wall cannot desert from architecture.

In one special sense it can become the very link of inner and outer space. In contemporary architecture, and to a lesser degree in Gothic architecture, the wall was dematerialised and made transparent. It served both as a screen defining inner space, and a membrane permitting the penetration of outer space. Such spatial continuity has rarely been achieved in Italian design of any period, and it is this solidity of the façade, its opacity, which has been a major contributory cause of the suspension of inside-outside relationships. The nearest approximation to space continuity from without to within, in Italian design, is in the use of open arcades, both functionally, as in the cortile, or decoratively, as in the arcaded gallery. Here the outer space is enmeshed in the peripheral fabric of the building, but fails to penetrate to the inner space. It is comparable to the space modulation of the peripteros, which while achieving its purpose of building to site, yet has no effect upon the space of the cella. In modern Italian architecture the outrigging of balconies and screens seems to play much the same role: yet, significantly, the balconies are backed in the main by blank walls, and the penetration of space is only skin deep.

I have considered it necessary to discuss Zevi's theories in some detail, first because they throw considerable light on the problem of the schism of interior and exterior in Italian architecture; and secondly, because the ambiguity of attitude which one of Italy's leading intellectuals and critics displays

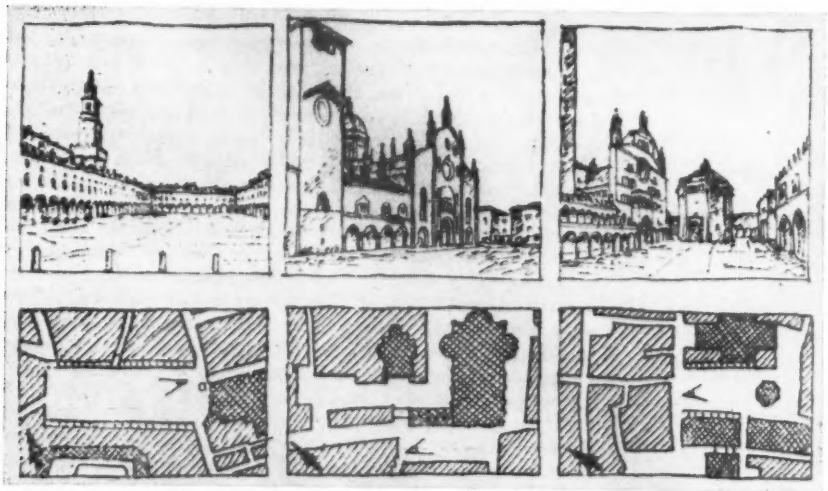
in the entire issue is symptomatic of the malaise of façadism which has, and continues to, beset Italian architecture. This attitude to façadism results from the Italians' dichotomy of vision. Let me make one last point, to illustrate this. Fokker, in S. Andrea in Agone, notes that 18th-century and modern critics 'judged the towers in their relation to the mass of the drum and the dome. No architect of the 17th century, whether he belonged to the movement of the Baroque or was an adept of the Academic School, would have dreamt of combining the features of a façade with those of a dome. The façade was the exterior of a church as seen close by from the street or the piazza on which it stands; the dome was the mark reminding one of the existence of the church at a distance, forming part of a panorama of the city.'[10]

This statement represents ideal theory, not actuality. In trying to sketch S. Andrea, the author could find no viewpoint where the façade and the dome did not impinge and react upon each other – and the compositional failure from this point of view is marked. It takes a special kind of vision to shut one's eyes to part of the building, and look at a selected portion in isolation. This special 'bifocal' vision must be a necessary part of the Italian architect's attitude, because so many of his buildings rely upon it; and it is the ability to see in isolation rather than in relationships which underlies the whole schism of interior and exterior.

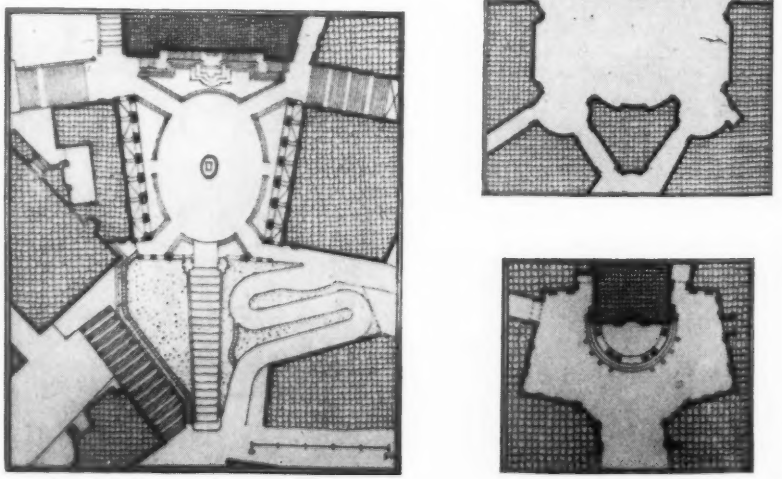
Notes

1. J. Posener, 'Architecture and the Visual Arts', *Architects Year Book: 7*, London, Elek Books Ltd, 1956, p. 25.
2. N. Pevsner, *An Outline of European Architecture*, London, Penguin Books, 1953, p. 78.
3. H. Martienssen, 'The Nature of Baroque: The Architecture of Excavation', *S A Architectural Record*, August 1950, p. 179.
4. *Ibid.*
5. Bruno Zevi, *Architecture as Space*, trans. by Milton Gendel, New York, Horizon Press, 1957.
6. *Ibid.*, p. 24.
7. *Ibid.*, p. 51.
8. *Ibid.*, p. 52.
9. *Ibid.*, p. 51.
10. T. H. Fokker, *Roman Baroque Art*, Oxford University Press, 1938, v. i, p. 170.

Implications of the Site



27. Vigevano (left), Como (centre), Cremona (right); plans showing the relationship of building to site. Dodi, *Elementi di Urbanistica*, Figs. 240, 1, 2



28. Campidoglio, Rome, Michelangelo (left), S. Ignazio, Rome, façade by Algardi (right top), S. Maria della Pace, Rome, Pietro da Cortona (right bottom); unified concepts of building and site. Chiodi, *La Citta Moderna*, p. 86 (16th–17th century)

THE IMPLICATIONS OF THE SITE

There are two principal ways of relating a building to its surroundings. The first is to make the building free-standing, visible from all sides: the second is to place the building so that its flanks are contiguous with, or at least closely hemmed in by, its neighbours. There are two principal ways of looking at a building. The first is to see it from a fixed and static viewpoint: the second is to see it from a variety of successive viewpoints. The siting of a building, if not fortuitous, is determined by what its desired relationship to its surroundings is to be, and how the architect wishes it to be looked at. Conversely, where no choice of siting is possible, then the site itself determines these two important factors.

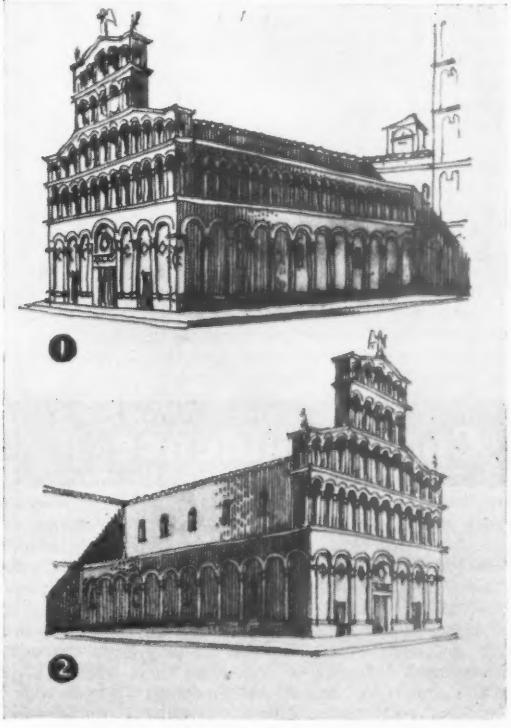
These factors, in turn, help to determine the form and character of the architecture. A building on an open site, unless designed to be seen from a static viewpoint which is frontally located, tends to be a sculptural accent within the space in which it stands. Its important quality is its three-dimensional form. Such buildings in Italy are the Temple of Vesta in Rome, the Baptistery at Pisa, the Consolazione at Todi, and the Torre Velasca in Milan. Where such free-standing buildings are designed to be seen frontally, they lose in sculptural interest, while attention is focused more closely upon the façade, as in the Temple of Mars Ultor; the Palazzo Farnese; S. Pietro; S. Andrea della Valle; and the administration block of the Stazione Termini. When buildings are totally or partially hemmed in on closed sites they become walls to the space, part of the enclosure which defines street or piazza. As Zevi puts it, the façades of a building 'no longer contribute the limit of the interior space of the building, but of the interior space of the street or square, and are thus to be categorised in terms of the urbanistic void they help create'.[1] Here, the design emphasis ceases to be on three-dimensional form, and is placed firmly upon the two-dimensional plane of the wall. This is equally true of the façades seen obliquely, from a moving viewpoint – Palazzo Rucellai, Palazzo Massimo alle Colonne, or S. Maria in Campitelli – as it is of those seen frontally – S. Miniato al Monte, the Pazzi Chapel, or S. Maria della Pace.

Because of the manner in which the Italian towns developed, because of their pattern of historical growth, congestion is the normal consequence. The result of this congestion is the predominance of the closed site: and the free-standing building is a decided rarity, particularly the free-standing building designed to be seen from the multiple, moving viewpoint. Generally, it is safe to conclude that Italian buildings are located on closed and congested sites, which open up to streets or piazzas on the main front. Generally, they are designed to be seen frontally, from a single viewpoint. It is true that in actuality they are not always seen that way, but ideally, because of the implications of arithmetical proportion, and because of the discipline of one-point perspective, they are best seen frontally. The Italian designed for ideal conditions, not reality: he was never deflected from his theoretical ideal by what Mumford has called the obdurate facts of site; and his forms and proportions were determined by his paper elevation, not the reality of the actual viewpoint. It is not until Milizia that we get some hint in Italian theory of proportions empirically related to comfortable angles of vision.[2]

Two exceptions must be noted. The first of these is that in the Baroque the oblique view and the multiple and changing viewpoint were often deliberately designed for. The second special case is that of the Middle Ages, where a sort of compromise between the free-standing and the enclosed building is achieved. Two sides of the building, the façade and one lateral elevation, are frequently exposed to an L-shaped piazza; the remainder of the building merges with the heterogeneous ancillary buildings associated with it. The three-dimensional form of the building is revealed, but the building is not free-standing in the full sense of the term. The Gothic cathedrals of Siena and Orvieto conform to this pattern. They

29. S. Michele, Lucca; plan showing relationship of building to piazza, and section indicating asymmetrical emphasis. Drawing by G. Herbert

30. S. Michele, Lucca; views from points 1 and 2 indicated in the plan, Fig. 29, showing differential façade treatment to front, side to main piazza, and side to minor piazza. Drawing by G. Herbert

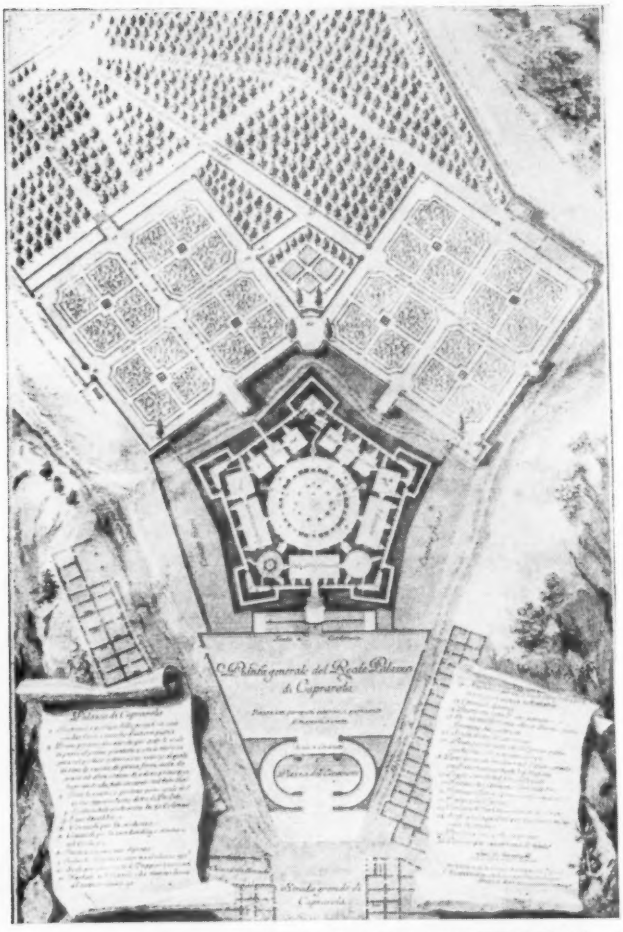


are seen from the side as well as the front, and the three-quarter view is designed for, however, the portion of the piazza on to which the main façade fronts is of greater importance and dimensions than the lateral piazza, and there is a definite emphasis upon the frontal view.

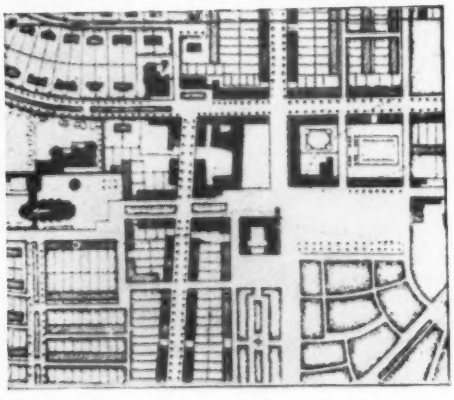
If we sum up the various conditions of siting, we must conclude that the majority of them are favourable to the façade complex, rather than to the development of three-dimensional form.

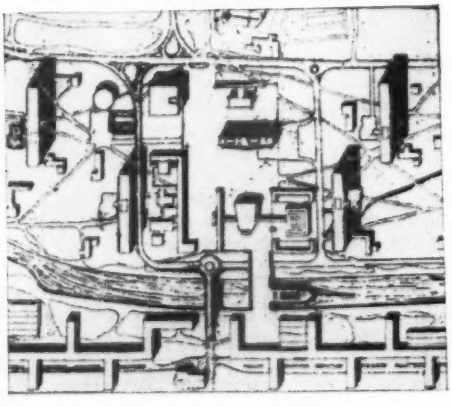
Notes

1. Bruno Zevi, *Architecture as Space*, trans. by Milton Gendel, New York, Horizon Press, 1957, p. 282.
2. Milizia says: 'Experience teaches us, that if a vertical object makes an angle of 45 degrees we can look at it from below with perfect convenience . . . whereas, as he explains, 20 degrees is too low and 70 degrees too high, 'therefore these inconvenient extremes should always be avoided' (p. xxxix).
   Elsewhere he writes: 'The elevations of the façade should be proportioned to the size of the space from whence it is to be seen' (p. xl).
   F. Milizia, *The Lives of the Celebrated Architects, Ancient and Modern*, trans. by Mrs E. Cresy, London, 1826.



31. P. di Caprarola, Vignola; plan showing axial relationship of garden to each facet of the façade. Dami, *Il Giardino Italiano*, pl. XLIX





32. Sabaudia (left), S. Die (right); comparative plans showing enclosed and free-standing building. Dodi, *Elementi di Urbanistica*, Figs. 5, 6

Correspondence

The Editor, RIBA JOURNAL

Disclaimer

Dear Sir, – A number of architects have received anonymously, in an unstamped envelope, two extracts from publications; one is from the *Architect and Building News* dated 8 June 1960 concerning the announcement by Messrs A. H. Anderson Ltd that they had appointed a Chief Architect to the Company; the other is a copy of an advertisement appearing in the Sunday *Observer* dated 10 July 1960 advertising staff appointments vacant in the Architects' Department of George Wimpey and Co. Ltd.

The undersigned wish to disclaim, on behalf of their respective companies, any knowledge of why these extracts have been circulated and by whom, and further to express their concern that senior members of the architectural profession should be inconvenienced in this manner.

Yours faithfully,

A. H. ANDERSON
for A. H. Anderson Ltd.

G. A. COLLINS
for Geo. Wimpey and Co. Ltd

Clash of Dates

Dear Sir, – Whether by chance or design the Presidents of the RIBA, The Town Planning Institute and the Institution of Civil Engineers all made their Inaugural Addresses on 1 November. Would it not

be better on future occasions if the dates did not clash so that members of more than one Institute could hear each of their new Presidents if they wished? It would probably be easier also for newspaper publicity.

Yours faithfully,

LESLIE K. WATSON [*F*]

The One-Man Practice

Dear Sir, – The letter in the November JOURNAL from 'a young architect' and referring to an article in *The Guardian* about a school designed by myself at Highgate raises one or two interesting points. They concern the extremely difficult business of starting in private practice.

As we are all aware, architecture is unlike other arts in so far as a client has to be found before any work can be done. This leads to a considerable amount of frustration and bitterness, and not unreasonably, since it is a very upsetting thing indeed for an artist to be denied the chance of making any contribution of value by barriers which seem, and often are, thoroughly artificial. Although, as I say, this is something which many people realise, I mention it because it is also too easily forgotten. And it is not only the individual who suffers through lack of opportunity, but the general standard of architecture as well.

What is the objection to the employment of the architect on his own or with a very small office? It is usually – tiresomely – the same: he has no 'organisation'. But this should hardly be an obstacle to receiving a commission: rather the reverse. For one thing, all a capable architect needs to design a building (besides imagination) is a board, a typewriter, a telephone and a battery of consultants. For another, he can give the design personal attention. This should encourage the prospective client: he knows he will get a building which really *is* by the architect he admires. If the client goes, on the other hand, to the 'organisation' he tends to be working in the dark – he may well get a design of a style which surprises him and is not what he wanted at all, having been done not by the head of the firm, whose work he thought he knew, but by an assistant who is, perhaps, well up in the latest fashion.

The business of discovering new names presents a problem rather more difficult to solve. However, I am sure it is perfectly possible for local authorities and other bodies to compile lists which would include architects of the kind I am thinking of, and I believe that it is largely a matter of whether such authorities are really interested (which one sometimes doubts) in finding a designer who is good. (The London County Council are an example of an authority which takes great care in this respect.) Competitions are one method of doing this, although there are all too few of them, and of course they are not always infallible from the artistic point of view. Limited competitions are pointless since they produce only established names. There must be other ways, however. There is the magazine system, for instance: I can never understand why periodicals are not examined with greater interest and with an eye to possibilities – it would seem to be the simplest and most obvious way. If a committee were to be set up, as the writer of the letter suggests, for the purpose of compiling names, this would be, I should have thought, quite a feasible line to try.

For the rest, I cannot agree that the employment of the architect without the 'organisation' should presuppose a lower fee. The person in question may not have great overheads, but it is also true that if he is working on a large building it would be difficult for him to take on anything else. Besides, fees are based on work done, not on the means of doing it, and, since he would be spending his whole time (and very long hours at that) on the job, the least he should be paid is his proper percentage. When, of course, he does take on assistants quite another problem is raised, namely, controlling the design in the same way he did when he was on his own, because this is essential to his enjoyment, fulfilment, and contribution as an artist.

Yours faithfully,

STEPHEN GARDINER [*A*]

Dear Sir, – I agree with every word contained in the anonymous letter which appears in the November issue of the JOURNAL.

The whole idea seems very sensible and, knowing well the virtual impossibility under the present system of work distribution in the profession for the one-man practice to obtain any reasonably sized commission, I would say that if instigated would noticeably warm up the corpse of the true architect so long departed.

It might also make it possible to complete the nomination form for the London Architecture Bronze Medal Award complying with condition 3*b*.

Yours faithfully,

J. L. SMITH [*A*]

Architectural Education

Dear Sir, – As members of the BASA executive, we welcome any attempt to throw light on the vexed problem of architectural education. That the article by Mr E. B. Redfern in your October issue produces a trail of red herrings rather than the pearls of wisdom which he obviously intended, is not in our opinion solely due to the admitted shortcomings of the questionnaire. We ourselves have some experience in this field and fully appreciate the pitfalls which await the would-be questioner. Unanswerable questions and ambiguous answers are not in themselves sufficient excuse for dismissing the whole findings out of hand.

Our real quarrel is not with the 'amateur' nature of the questionnaire, but with its tacit assumption that a representative cross-section of the architectural profession will in fact give the correct answers to the exceedingly complex problems which face architectural education. The questionnaire, in effect, presupposes a common understanding of the basic issues involved in architectural education, and in our experience no such understanding exists.

The hard truth is that a great deal of time and energy is needed to touch even the fringes of the problem; time and energy which the vast proportion of the profession cannot or will not give to this and other vital subjects. The result is seen not only in the chaotic state of our schools, but also in the profession's uncertainty of approach towards architecture as a whole and towards such subjects as the 'two-tier' profession which can be only satisfactorily solved within the framework of and fundamental reassessment of architectural education.

The Modern Movement quite rightly abandoned the classical and romantic disciplines of the past as being invalid in a contemporary context, and called instead for a discipline based on the analysis of physical and psychological human needs. Unfortunately the skills and research necessary to establish such a scientific discipline were not available, and even today the vision is only a little nearer realisation. The result over the last 40 years has been an architecture which has floundered from one formalism to another, and an architectural education which, while ostensibly rejecting the Beaux Arts tradition, still clings to the idea of training the architect as 'genius', and hardly more than plays at the task of fulfilling human needs and practical requirements. It is obvious that no education system can concentrate on cultivating 'genius', even if it now masquerades under the name of 'originality', 'creativeness' or even 'design ability'; moreover its object will never be the training of 'good sound assistants', and still less 'the raising of the status and income of the profession'. Surely it must be the training of *good architects*.

This immediately poses the question, what is an architect and what does he do to achieve architecture? Only the answers to these questions will lead to a correct assessment of the content of architectural education. Both the correct posing of the questions and the finding of the answers will require much careful research and study, as Mr Redfern acknowledges in his otherwise somewhat remarkable final paragraph.

This is the approach which has been adopted by BASA over the past two years. We are understandably delighted to find the RIBA at last adopting the same tactics, and can perhaps look forward to a fruitful period of co-operation with a body which in the past has not made a shining virtue of tapping young talent!

In aiming to raise the standard of education BASA has divided its attention between short-term and long-term issues. Into the former category fall such problems as the selection of suitable students, the assessing of ability within the schools, teaching methods, educational facilities, and the standard and status of the staff.

The long-term issues cover the whole content and system of architectural education, and can only be fully considered in the light of an exact definition of the function of architecture and of the architect, and *hence* of architectural education. An initial consideration of these issues was attempted at our Oxford conference held last September, and they will now receive the undivided attention of a series of study-groups in preparation for the next conference, which we hope to hold at York in September 1961. Until such time we would reserve judgement on these vital but often ignored aspects and concentrate on the more obvious and immediate problems.

We emphasise that the following views are not simply personal opinions, but the conclusions of a number of research teams working sometimes in concert, sometimes independently, and containing not only students and immediate ex-students, but also members of the architectural and other professions, and a few enlightened members of staff. All the findings have been discussed and ratified at the Bristol and Oxford conferences of the Association.

With regard to the selection of entrants to our schools we agree with Mr Redfern that some alternative means of entry may be desirable. But in our view the object of the raised entry-level is not the attainment of higher academic standards as such, but only the higher level of initial intelligence and greater maturity which such academic standards imply.

Indeed, we have considerable misgivings as to the value of the five Ordinary/two Advanced-level system as a purely educational standard, on the grounds that it is not broadly enough based for a profession such as architecture. This is due to the early specialisation forced upon our schools by the Universities, through their demand for a relatively high level of specialisation as a pre-requisite of entry to any University course.

At present it is difficult to see whether the long-term answer lies in radical changes in our school and university system; or alternatively in some form of pre-training for architects and allied professions analogous with the widely-based American pre-medical course.

As an interim measure the two 'A' level condition is probably the best available, but there are obviously other criteria of high intelligence and maturity beside the paper evidence of examinations. It therefore seems advisable to devise some system whereby the profession would be able to call upon the few students who through accident or force of circumstance are unable to fulfil the strict academic requirements. However, we are most concerned to avoid loopholes which would allow a continued influx of the inferior talent which now bedevils not only our Schools but the profession as a whole. In this respect we feel that Mr Redfern's suggestion of recommendation by two Associates as a preliminary to selection by a RIBA Board is too open to abuse, as he himself partially acknowledges. In default of a clearly efficient means of selection we feel that no alternative to the two 'A' level stricture should be provided.

The problem of selecting suitable talent leads automatically to that of assessing ability within the Schools, and this is intimately tied up with teaching methods. The result of our study in this field would certainly question the advantages of Mr Redfern's suggestion for the standardisation of examinations, since we very much doubt the value of examinations as a true test of ability, at least in the form in which they are now understood. We suggest that the only efficient method is a school training based on a tutorial system, designed to bring out the best in each individual student and to form a judgement of ability through personal contact over a period of time. Basically the present system of visiting examiners responsible for maintaining standards would appear satisfactory, provided that their terms of reference are thoroughly worked out so as to avoid the superficiality of the present system, in which it is possible for two visiting examiners to assess the ability of a student on the basis of an interview lasting less than 15 minutes and with little apparent reference to the views of the staff who have known him throughout the five years of his School training.

In fact we oppose any attempt to widen the scope of an examination system which was designed explicitly for external students, and which has shown itself lamentably inadequate in performing even that task.

On the question of training architects entirely outside the Schools we are convinced that however progressive the office, and however enlightened the principals, such a training can never provide the intellectual stimulation and atmosphere which are essential to a full education for architecture or any other subject. These can only come from a period of full-time study, with its constant interaction of ideas between students free of the necessity of earning a living, and staff working within the framework of a tutorial system. We should not allow the present shortcomings of the Schools in such aspects as practical application to obscure this vital fact. Indeed, we look forward to the time when it will be impossible to become an architect other than through at least a period of full-time study.

The changed methods and philosophy of a tutorial system would call for a change in the attitude of the participants, and a corresponding raising of standards amongst both students and staff. The two 'A' level entry should largely solve the problem as regards the student, but more must be done to attract better staff to the educational side of the profession. The status and opportunities afforded by teaching posts must be increased, not only by way of raised salaries but also by the foundation of more research fellowships. This is a field in which the RIBA could give immediate guidance by seeking greater funds for architectural education.

The present short-comings of the schools in apparently placing more emphasis on 'airy-fairy ideas' than on practical disciplines and techniques, seem to have aroused a corresponding reaction amongst many members of the profession, who would reverse the situation and give greater attention to 'know-how' as opposed to 'pure design'. This reaction is well illustrated in an attitude that can speak of 'letting ones hair grow' while keeping 'one eye on construction'. Just as design has no validity in the absence of scientific disciplines and practical application, so has constructional 'know-how' no validity when separated from design; indeed many of the 'blunders' of which Mr Redfern speaks arise not from lack of 'know-how', but from the application of 'know-how', in situations to which it no longer applies. Any system which can consider design and practical disciplines in even partial isolation from each other is bound to fail, and will *never* achieve the integrated process which alone can lead to good architecture.

HILARY CHAMBERS
President BASA
CHRIS MUSSON
President-Elect

Dear Sir, – Mr E. B. Redfern is to be congratulated on the patience, time and hard work that he has carried out in connection with his Questionaire on Architectural Education (October JOURNAL.)

While all may not agree with his conclusions and suggestions, they should supply plenty of food for thought to Portland Place.

You were kind enough to publish a letter from us in February this year, one point of which is amplified by Mr Redfern – the one examination rule – this cannot be put too strongly to the profession as it will dispose once and for all the smear of back door entry whether by the schools or externally.

A great deal of talk is going on at the present time with regard to the proposed 'Technician' and 'Technologist' class; young men and women must be able to travel the road to Associateship. If this class is denied this opportunity we feel that it is most likely that such a body will organise themselves outside the portals of the RIBA, with consequences to the profession which it would do well for us to consider very carefully indeed.

Yours faithfully,
W. R. HAZLEWOOD, AMTPI [*A*]
JOHN B. TUNSTILL [*A*]

Dear Sir, – The profession is suffering from an acute shortage of staff. This shortage is general all over the country and in both public and private offices; it exists in all grades of personnel.

All of us are aware of this situation except apparently the Board of Architectural Education, which has this month announced that its decision to raise the standard of entry to the profession to two 'A' level passes in GCE is to be brought forward almost a year from the date previously given (ostensibly to clarify the position).

As an immediate consequence, the normal annual intake into the profession will be greatly reduced. Many boys will have to remain at secondary schools for the next two years to reach the new standard and many more, probably half the normal intake, will decide not to enter the profession at all. One cannot really blame them for thinking that we do not want them, for the Board of Architectural Education has done everything it can for several years past to discourage students, particularly those who cannot afford full-time training. Now it has plunged recklessly on with its proposal to raise the standard of entry, even though its plans for an alternative qualification cannot be brought into existence for some considerable time.

Surely it would be sensible to establish a new structure for education as a whole, rather than introduce piecemeal modifications which will destroy the present system before the new exists.

This is a matter, not merely of education, but of the well-being of the profession as a whole.

While members are suffering the effects of this unwise decision it may comfort them to know that the architect of the future, in addition to his knowledge of architecture, may well have passed 'A' level GCE in Spanish and Religious Knowledge.

Yours faithfully,
C. G. PERCY [*A*]

Building in the Desert

Dear Sir, – As 'Younger Members of the Profession', we attended the first lecture organised by the Junior Liaison Committee (on 3 November) with reasonable hopes of an interesting and instructive evening.

We were, however, greatly disappointed. The implication of the title 'Building in the Desert' (without amplification) drew us to the meeting expecting a broad picture to be painted of the problems of building in some of the world's most inhospitable

regions. Moreover, because of the name of the organising committee we expected this to have some relevance to 'Junior Liaison of Architects, Quantity Surveyors, and Builders'.

Instead we were greeted with a rather patronising 'Old boys' appraisal of the Kuwait oil companies' particular activities and an amusing but irrelevant picture tour of the Sheikh of Kuwait's new palace.

All this left us with the impression that even with the enormous economic advantages gained by oil exploitation and with all the technical resources of Europe, virtually no contribution has been made to improving the conditions of human habitation in the desert, and no advances made in knowledge of building in these conditions, which would be of any value elsewhere.

A few thoughts on the subject help to illustrate the inadequacy of the lecture. Desert regions are not man's first choice in terms of desirable habitat, and building there is only of marginal interest to the highly industrialised building organisation of Europe unless and until there is an artificially over-powering reason for settling large populations there.

Some such situations spring to mind:

(*a*) Oil Exploitation (Iran, Iraq, Arabia, Sahara).

(*b*) Mining (Australia, South Africa).

(*c*) Weapon Testing (Woomera, Nevada).

The highly technical nature of these enterprises and their comparatively wealthy backing would lead one to presume highly technical answers to the problem of improving the lot of those unfortunates, who suffer the exigencies of the desert environment. Consideration on these lines provokes the thought that perhaps one answer might lay in communications rather than building. For example couldn't the Sheikh have built a summer palace in the hills of Lebanon or even the South of France and reintroduced the traditional pattern of nomadic life with the aid of jet planes?

It is to be hoped that future lectures will prove more valuable.

Yours faithfully,

DUNCAN D. G. HORNE [*A*]
KENNETH DEAN [*A*]
ALAN DUDLEY COX [*A*]
ROBERT I. SHAND [*A*]
JAMES SING KEY [*A*]

Glass has a capital G

Dear Sir, – I write to warn those who may not know of an unadvertised blemish in certain types of glass. The manufacturers admit the existence of this blemish only under pressure and then with the elastic qualification, (*a*) that the blemish is a virtue of which they're rather proud, (*b*) that the blemish is a blemish for which the architect is blameworthy.

Toughened glass was not among the materials students were taught about a quarter of a century ago. Post-graduate advertisements, not small, not infrequent, have kept us informed of its qualities, but not of the irregular, indelible rainbow hue without which no piece leaves the factory.

Up at the mill the thought is that the product, though expensive, is good value, being two things for the price of one, namely, clear glass and stained glass. In a sellers' market that makes sense to the sellers: the buyer will think rather of the Sellars of Sellars and Yeatman, authors of *1066 and All That*. The staining is attractive only to those tachistes who admire the tones appearing in petrol spread thinly over a dirty footpath.

We used toughened glass to let light into a shop 9 ft. 1¾ in. wide, 6 ft. 10 in. high, 17 ft 4 in. deep. The shop front consists of a frameless door and a fixed window, 5 ft. wide. The glass was set back 4½ in. from the wall face; one wall face at right angles to the front was lined with mirror-glass. When the glass went gay, I took the liberty of asking the contractor to remedy the defect, almost as though I were a real architect.

The manufacturers wrote:

'. . . We feel that we must refute Mr Montgomery's reference to defects in the Glass. If only one of the panels had been showing irridescence we would have been inclined to agree that probably the Glass was defective, but as both the Glasses show this defect and as each was manufactured separately and at different times, it is highly unlikely that an identical fault would occur on both plates.'

That's Alice, talking through the Looking-Glass: she's at her rainbow's end and goes on to describe 'irridescence' as 'an optical effect'. She offers the 'suggestion to Mr Montgomery that experiments with the interior lighting of the shop may well go some way towards solving the problem'.

Candles?

It's the true voice from Wonderland: iridescence has two r's, 'identical' means 'similar', two defects cancel each other out, two wrongs make a right and glass has a capital G.

For me, now, the toughened glass is what they offer you at the Borgias' house before dinner.

Yours faithfully,

NIALL MONTGOMERY [*A*]

The Functional Fluting of the Greek Column

Sir, – I disagree profoundly with the arguments, reasoning and conclusions of my ancient friend Mr Ian Abbott as expressed in his little piece about fluting in the October JOURNAL. In the interests of friendly disputation I would not have him understand otherwise.

However, in a time when the profession seems wholly given over to speculations of such theoretical problems as how to increase the prestige and reward of architectural practice whilst maintaining at the same time a cheap supply of office assistants; when we are consumed with our interest, vanity, pride, cupidity and other admittedly vital and necessary matters, it is, Sir, a rare delight to read of a man who has simply been addressing himself to the way sunshine falls upon a column, and who tries to examine in the light of reasoning the observations he makes.

I am infinitely obliged to Mr Abbott and to you Sir for publishing it.

Yours faithfully,

JOHN CANE [*A*]

Book Reviews

A History of Modern Architecture.
By Jürgen Joedicke (translated by James Palmes). 11¼ in. 244 pp., incl. 465 illus. Architectural Press. 1959. £2 5*s*.

Professor Joedicke's book is titled *A History of Modern Architecture*. Actually the book includes an introduction of some 3 pages to sketch the origin of the new architecture and, in the briefest possible manner, places it in its social and technological background. Then follow 54 pages of text and photographs under the title of 'The Age of the Pioneers', 54 on 'Extension and Development' and to 'The Contribution of the Nation' are devoted 85 pages with a good list of sources and an Index. The book is well produced with excellent photographs, and only occasionally is one faintly disturbed by the translated text. This is admirable, for the very nature of the book means that the text is cut to a minimum, imposing severe problems for Mr Palmes.

Because there is no other comparable book covering the period of Modern Architecture it must be regarded as important; at least there is none in English known to the reviewer. One realises what the title means, but if the book is to remain a useful source, would it not have been better to be more precise. In fact, the book is a review of main stream 'International Style' buildings produced in Western Europe, the United States, Brazil and Mexico, during the past 60 years.

To an architect trained in the early 30s, who has followed the main stream mainly through periodicals, there is little new, but it is a pleasure to be able to turn to one book for confirmation of so many important facts and sources. To students training now it sets out in relatively simple skeleton form the buildings and events leading almost to the present position in architecture.

For a general history written to help students of architecture, it was necessary for the author to work within onerous restrictions of space and cost, and to be highly selective in choosing examples and interpreting them. It is apparent Professor Joedicke can not be faulted in his interpretations, and throughout one is conscious of a clear direction – this in spite of what must have been very personal opinions on the relative importance of the work of the Masters. J. H. NAPPER [*F*]

The Architecture of John Nash.
By Terence Davis, introduced with a critical essay by Sir John Summerson. 12¼ in. 152 pp., incl. 194 plates, 15 plans. Studio. 1960. £2 10*s*.

It is a curious fact that John Nash, who must have been the worst of the great British architects, has been so well written about. Many of our finest architects are still awaiting their first monograph, while Nash had one devoted to him as long ago as 1935; it was by John Summerson and it appeared in a second edition in 1949. Now Sir John has written a short introduction to Mr Davis's new book. Mr Davis's purpose was to complement Sir John's biography by producing a visual record of Nash's work, as complete as he could make it, and in this he has succeeded

admirably. He has been well served by his publishers in the matter of clear plans and good half-tone plates, although not everyone will like the magazine layout of bled-off plates, and it is to be hoped that everyone will soon tire of the present unpleasing fashion for buff paper for the text pages.

Each plate has a brief note giving the history of the building and some comment on its character. Mr Davis has included all the buildings he could find, whether still in existence or not, and the photographs are almost all of good quality. Demolished buildings are represented by engravings or photographs taken long ago: all eight of Nash's Irish buildings are now in ruins and the present photographs may well prove to be final records. Many of the buildings add little to Nash's fame as an architect, though several make even clearer his essential connection, through Repton, with the Picturesque movement of the 1790s. Sir John seems to lay some stress on French influence on his work, particularly the Regent Street layout, but it seems perhaps just as easily explained in terms of Soane and Holland. The essentially picturesque character of the Regent's Park and Street is well brought out and indeed it is Nash's chief claim to fame: few of his readers will agree with Mr Davis when he says that 'Nash's houses and castles are his most important contribution to British architecture'. Even here the book is already taking on the character of a record – we shall never again see the view of All Souls' Langham Place as we were intended to see it (pls. 128 and 131).

With a full-length biography and a corpus of plates, Nash is now well served. Will not Sir John and Mr Davis now combine to give us adequate monographs on Soane, who was a far greater artist, or on Dance or Holland?

PETER MURRAY

Roman Ostia.
By Russell Meiggs. 9¼ in. 616 pp., 32 figs., + 40 plates. Oxford UP. 1960. £4 4*s*.

This is a comprehensive survey of the ancient town and harbour of Ostia, the Port of Rome, from the 4th century BC colonisation to the decline and desertion of the Middle Ages.

By the form the author has adopted the book probably becomes the first real social and economic history of Ostia, appropriately related to archaeology and architecture, that has yet appeared.

Chapters are devoted to the details of houses, the guilds, to agriculture and trade, in addition to the religions and cults of the inhabitants, to the arts of painting and sculpture, to recreational activities and, finally, to the cemeteries of the town.

Sources are well used and noted, and the general bibliography is adequate. References to literary sources and to relevant inscriptions are augmented by selected inscriptions in an appendix, and an index of known inscriptions and of classical authors is included.

A section of the book is given over to the near-by Portus and the history of the Imperial harbours and of the settlement and town which grew up around them. There is still a vast amount of work to be done on this subject and on relationships with the older Ostia, but Mr Meiggs has produced a very good and useful summary of present knowledge.

It was unfortunate for Mr Meiggs that the latest and third volume of the *Scavi di Ostia* only became available when the author's text was in proof form; but by means of footnotes and some long addenda this new work has been welded into Mr Meiggs's book and his work brought very much up-to-date. The author has taken a long time in the preparation of his valuable book, but even so, new work on the site and in published sources has a habit of catching up on authors of this kind of book. Whatever may be the delays and doubts related to publication, comprehensive studies of this kind must take this occupational risk.

There is a nostalgic note in the author's description of the site of Ostia and its neighbourhood in the days of the first really scientific exploration and excavations of the early twenties of the present century, when Mr Meiggs first explored it. How different is the locale of the present time; with its electric railway, highspeed road and the adjacent resort of Ostia Marina, and all the other developments for *turismo* or for the use of the modern Romans. In the twenties it needed something of a planned expedition to achieve a week of exploration or work at *Ostia Scavi*, and even the welcome and generous hospitality of Guido Calza, superintendent of the site, in the high stately rooms at the top of the *Castello* could not altogether compensate for the rigors of the stay or the risks of malarial infection, now fortunately completely overcome.

Mr Meiggs has placed us in his debt for his labour of love in a book that is definitely more than a footnote to Roman history in its widest sense.

S. R. P.

The Construction of Buildings.
By R. Barry. Vol. 2. 10¼ in. iv + 140 pp. incl. illus. Crosby Lockwood. 1960. £1.

This volume, which deals in the main with what is called carcasing, is designed, together with Volume 1, to cover all the elements of simple buildings for the first and second year syllabus of building students. Mr Barry [*A*] has read all the relevant British Standards and standard codes of practice, and the supplementary notes issued by firms of manufacturers, and has tried to give a summing-up where alternatives are available for units of construction. Many of these firms, however, gave valuable help in drafting the codes, and one would perhaps take exception to some of Mr Barry's judgements; for instance, twisting due to binding is almost certain to occur if a steel standard metal frame is fixed as shown in Fig. 59, p. 31; this method is only suitable for small windows. The author's remarks on metal window manufacture are perfectly fair comment here, but the same cannot be said of his subsequent remarks on p. 33 in his paragraph on timber sub-frames in metal windows.

The chapter on masonry, natural, reconstructed and cast, is adequate but very condensed; perhaps Mr Barry intends to write further on the subject of marble? He makes some apposite observations on the durability of natural stone, the decay of the stone of the Houses of Parliament, and the subsequent decline in its use as a building material. An illustration of some quality on p. 21 (Fig. 36) shows surface finishes very expensive to carry out, debased as a result of copying in inferior materials. A footnote explains that stones with tooled faces are used for quoins, jambs and bases; this is the only reference to plinths, which, of course, have a sound practical use in the protection of the bases of masonry walls against splashes.

CECIL J. SEARLE [*A*]

Romanesque Europe.
Ed. by H. Busch and B. Lohse. Commentary on illustrations by Helmut Domke. 10¾ in. 24 pp. + 224 plates. Batsford. 1960. £2 5*s*.

Another picture book in the relatively new 'Buildings of Europe' series, this is an imaginative selection of photographs ranging from St Magnus, Kirkwall, to Monreale and Cefalù in Sicily. By virtue of the comprehensive choice and the arrangement of examples, it supplies a valuable auxiliary to less well-illustrated histories and should also encourage the general reader to expand his knowledge.

An outline introduction by R. H. C. Davis together with the commentary on more detailed aspects of the illustrations provide a brief setting.

The quality of presentation of the book printed in Germany, is high.

E. DENBY [*A*]

British Architects and Craftsmen.
A Survey of Taste Design and Style during Three Centuries 1600 to 1830, by Sacheverell Sitwell. 7 in. 320 pp. + 40 illus. Pan Books. 1960. 5*s*.

This is a revised and very cheap edition of a book first published by Batsford in 1945. Since then, it has taken its place as a classic among the popular introductions to the subject. Mr Sitwell is of course a writer of majestic eminence, who has often had interesting things to say about the arts and architecture. But one suspects that the scholarly revisor of this edition, Dr Mark Girouard, may have had some difficulty in reconciling documentary fact with the elegant cadences of the author's prose. Much has been corrected or adjusted in the light of recent research, but many improbabilities still remain. This, however, is a small defect in a delightful book. There are after all other sources for the meticulous seekers after truth.

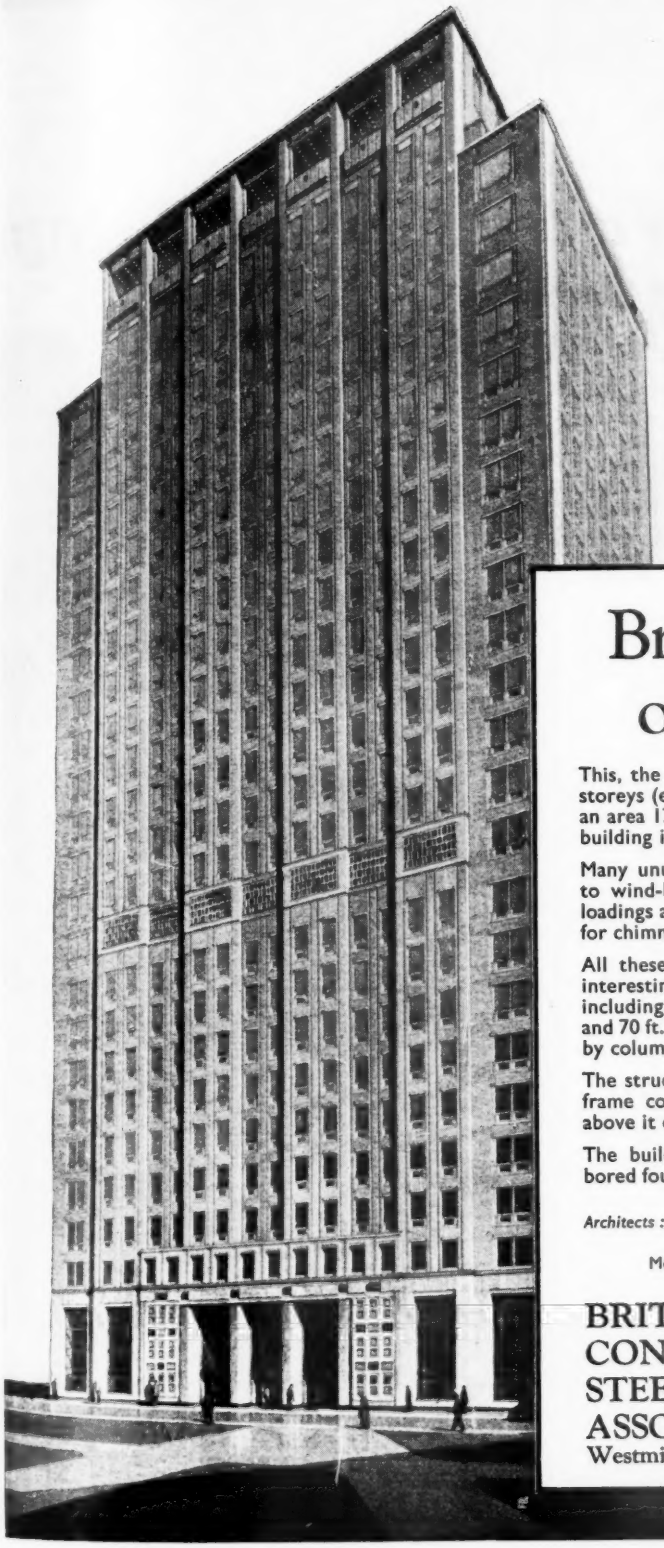
J.H.

The English Tradition in Design.
By John Gloag. New edition. 9¼ in. 100 pp., illus. + 40 plates. A. and C. Black. 1959. £1 5*s*.

First published in 1947 as a King Penguin, this compact, exceedingly informative and well organised book traces the evolution of English design from the Middle Ages to the present in what may be described for want of a better term as the applied arts – architecture, furniture, silver, fabrics, glass, ironwork, pottery, coach building, printing, etc. It has now been substantially expanded.

John Gloag has knowledge and discrimination, eloquence and enthusiasm and certain engaging prejudices – or at any rate marked preferences. These are reflected in the very interesting selection of illustrations, of which there are many, both line drawings and photographs. This is a valuable and, like all the author's work, individual contribution to an enthralling subject.

J. C. P.



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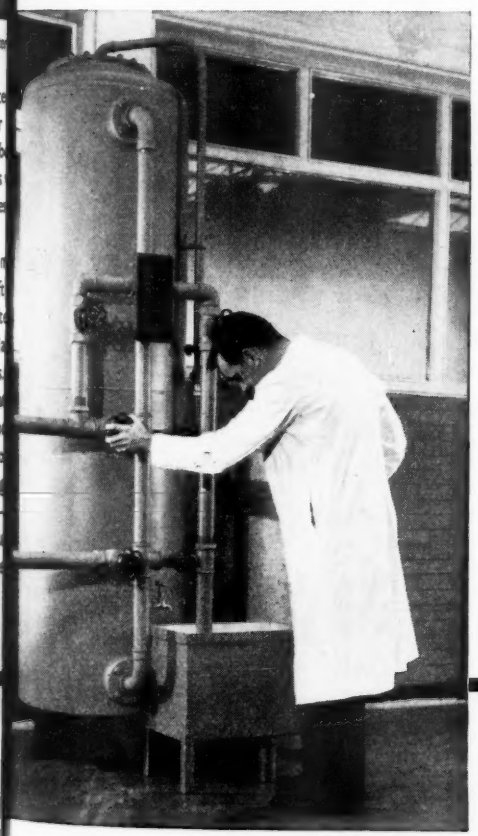

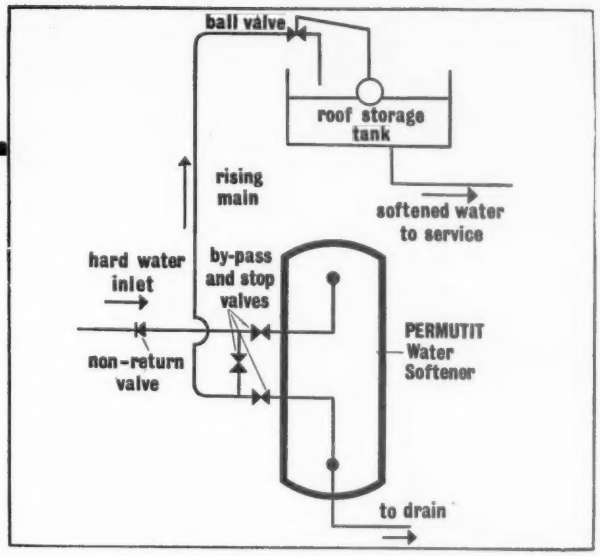

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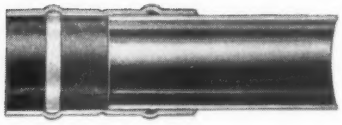

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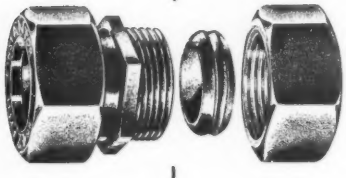

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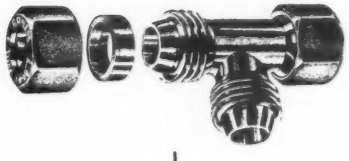

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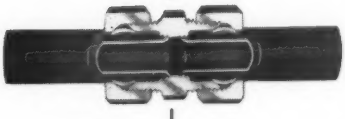

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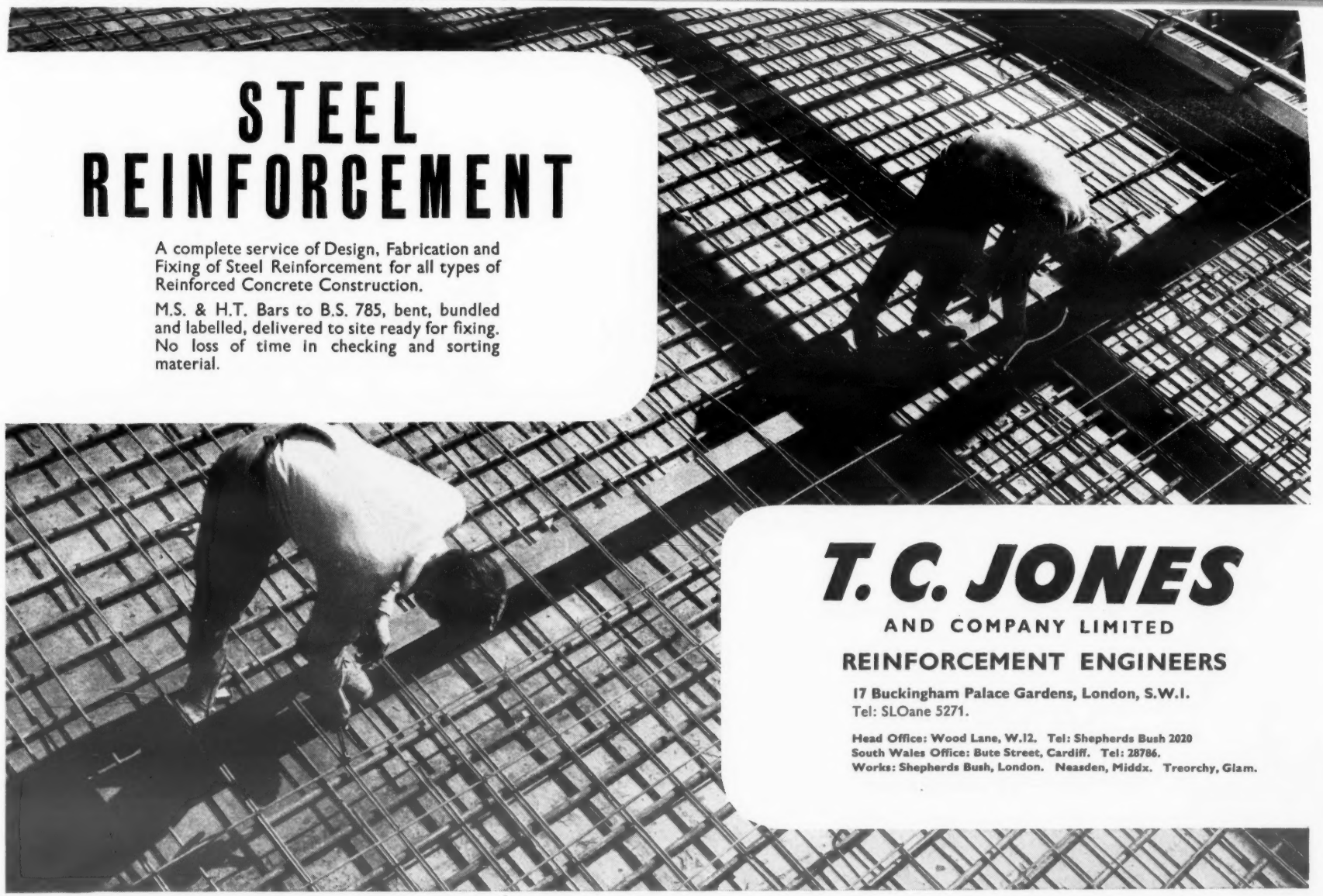

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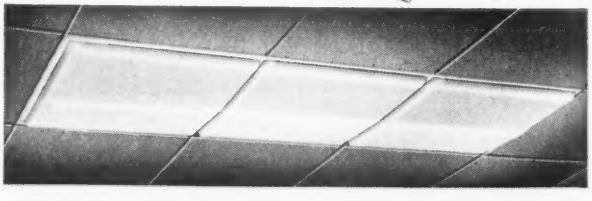

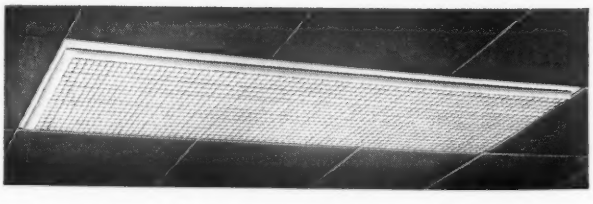

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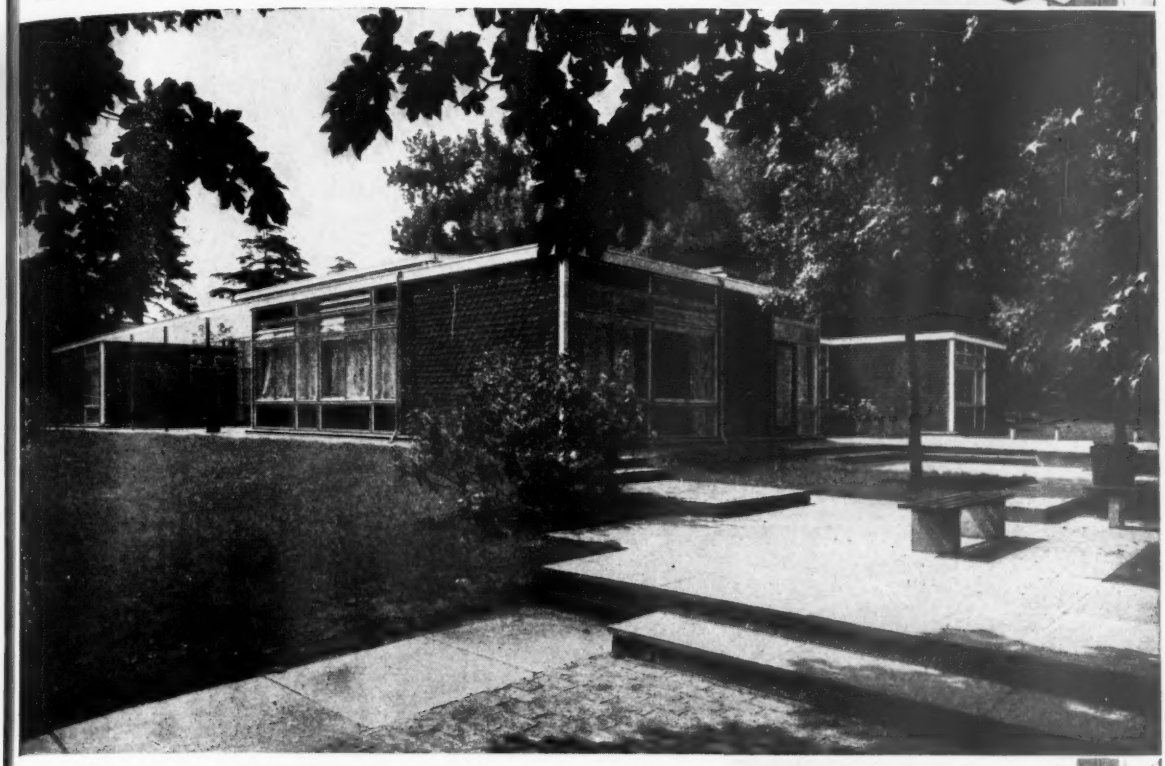

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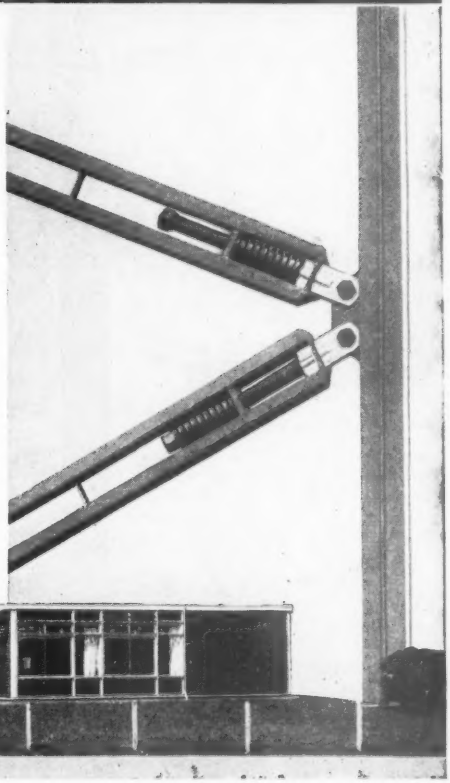

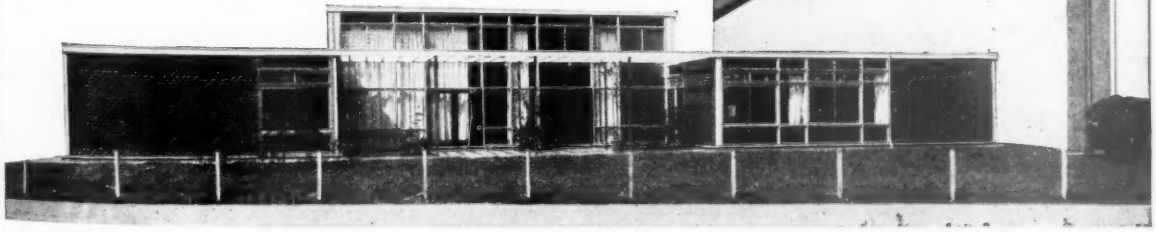

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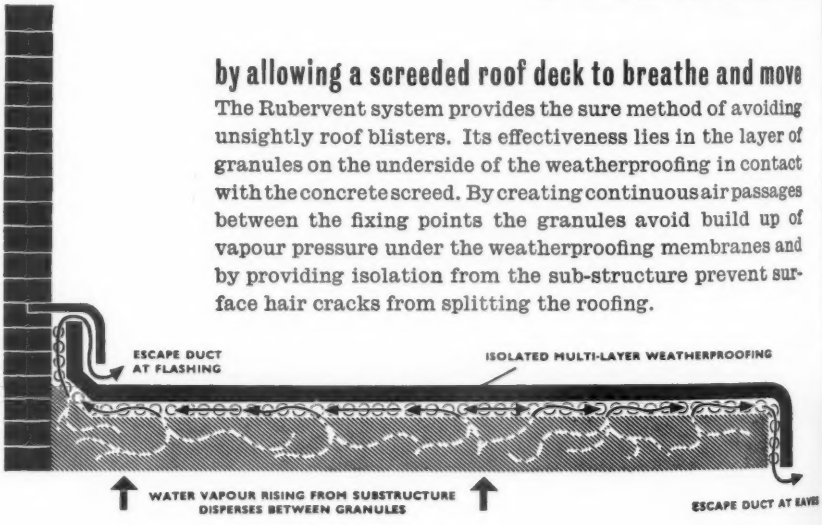
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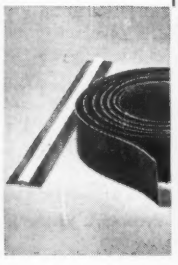

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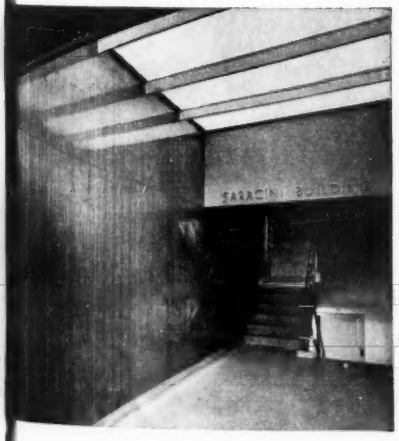

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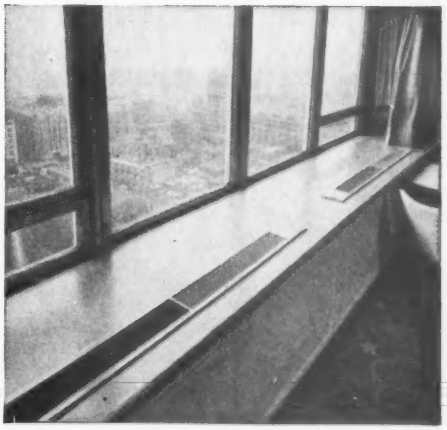

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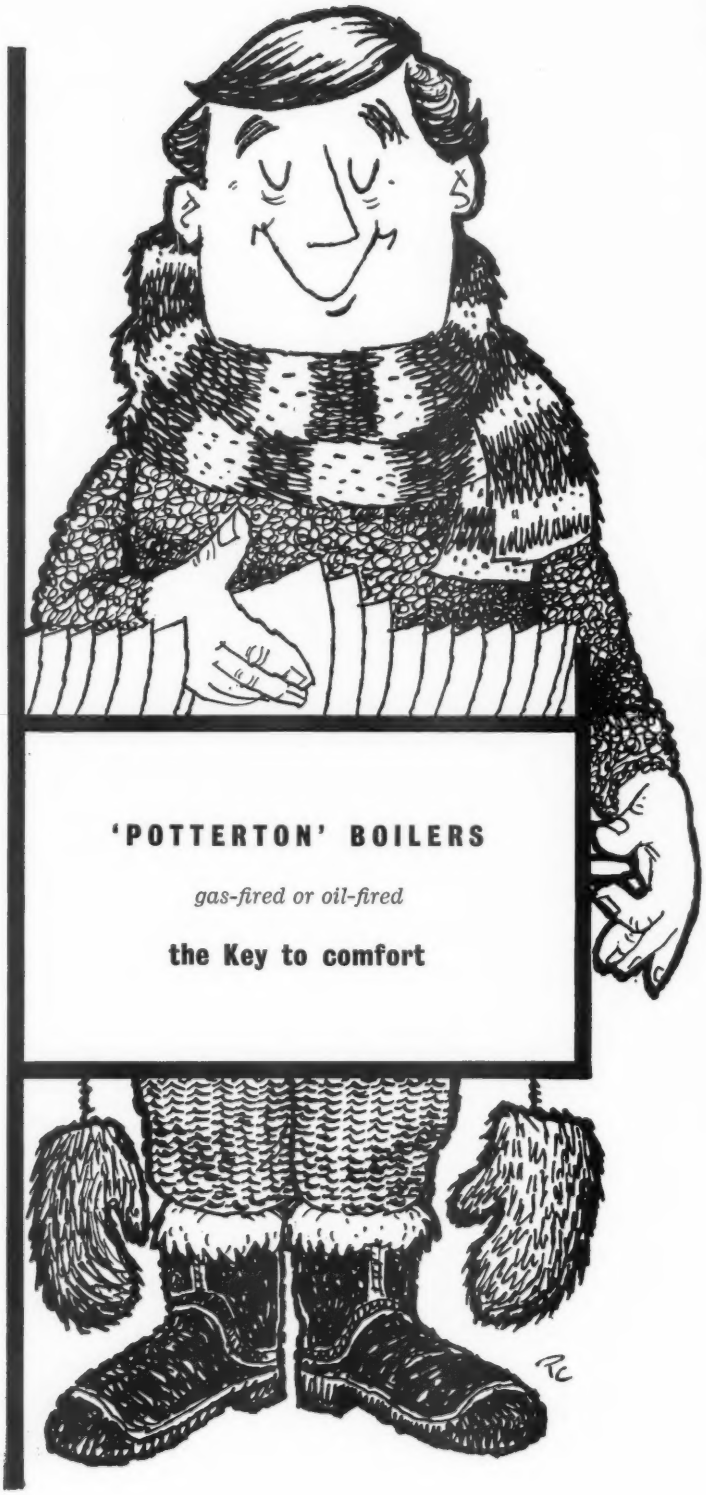

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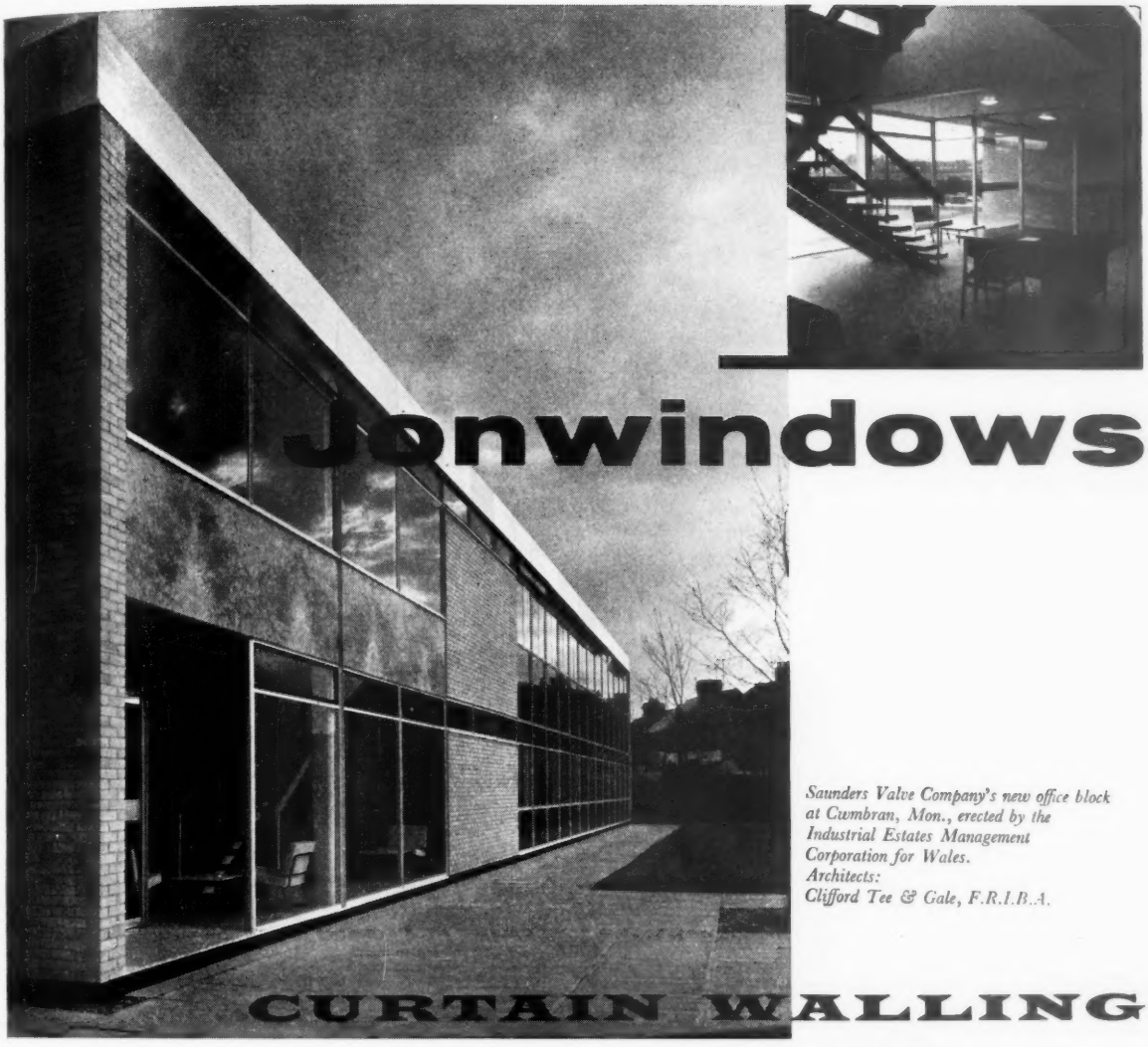

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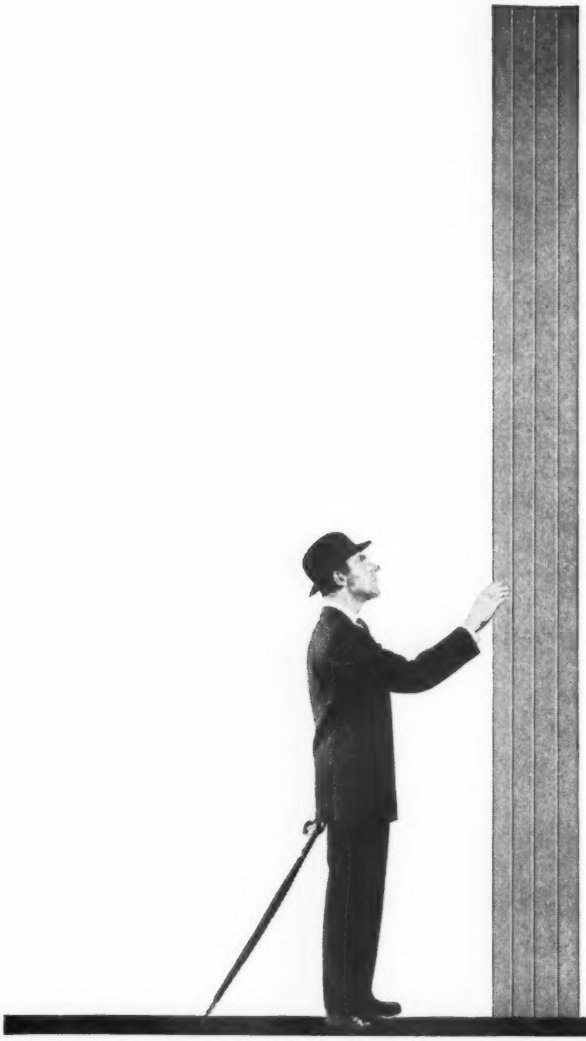

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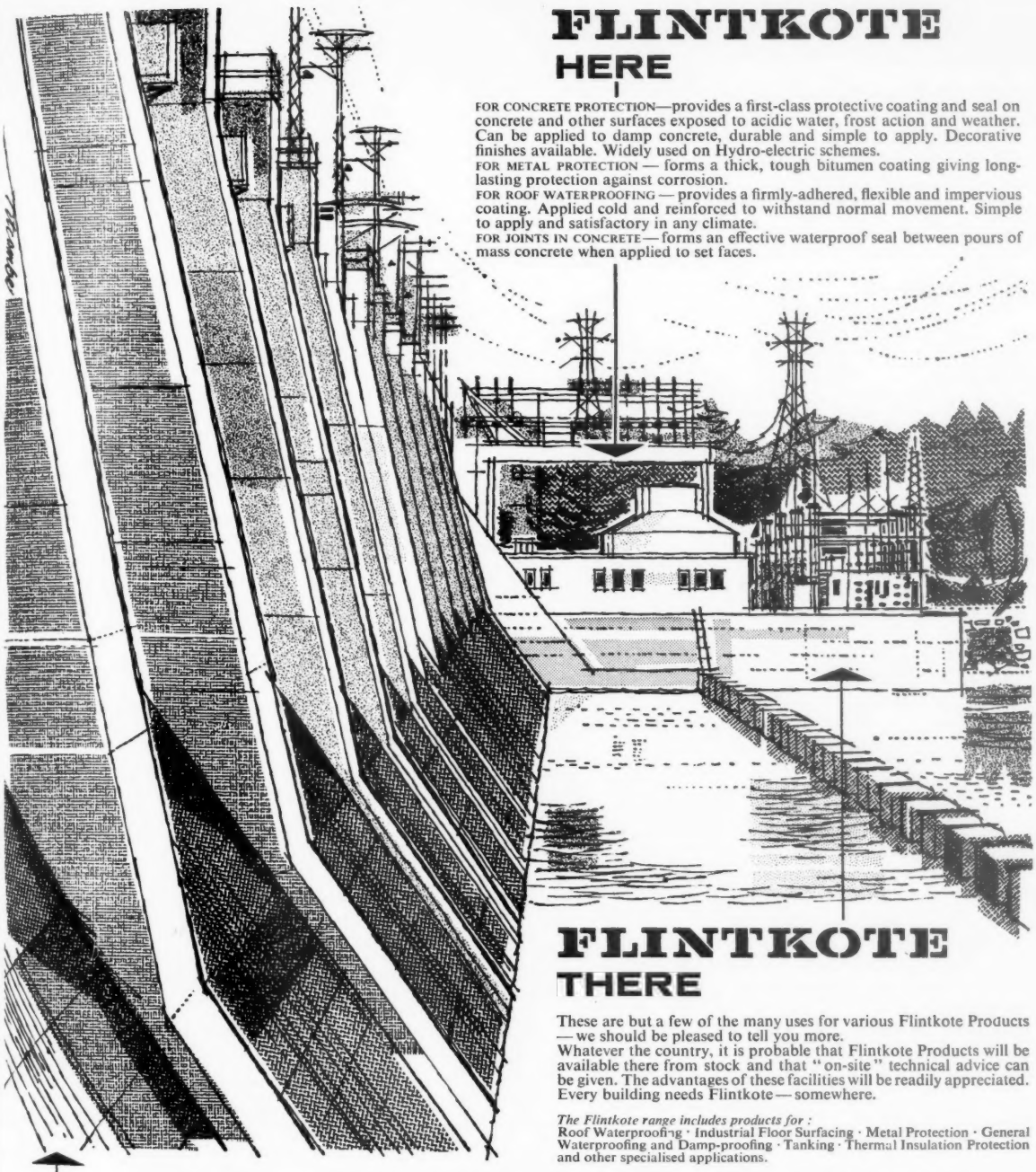

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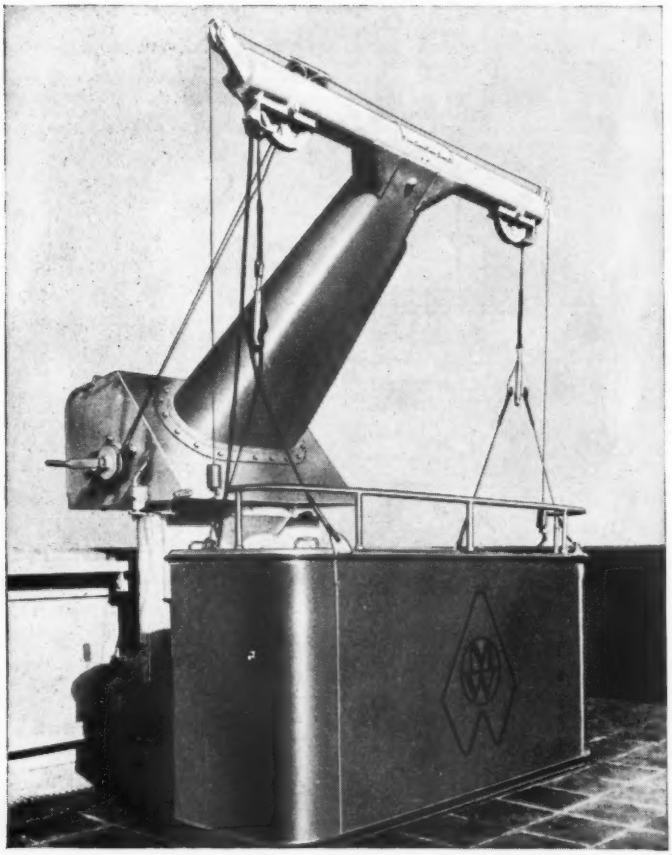

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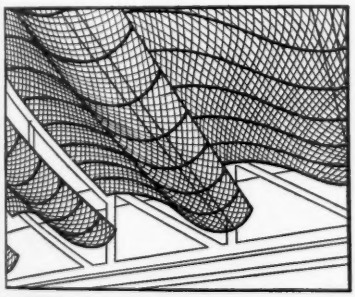

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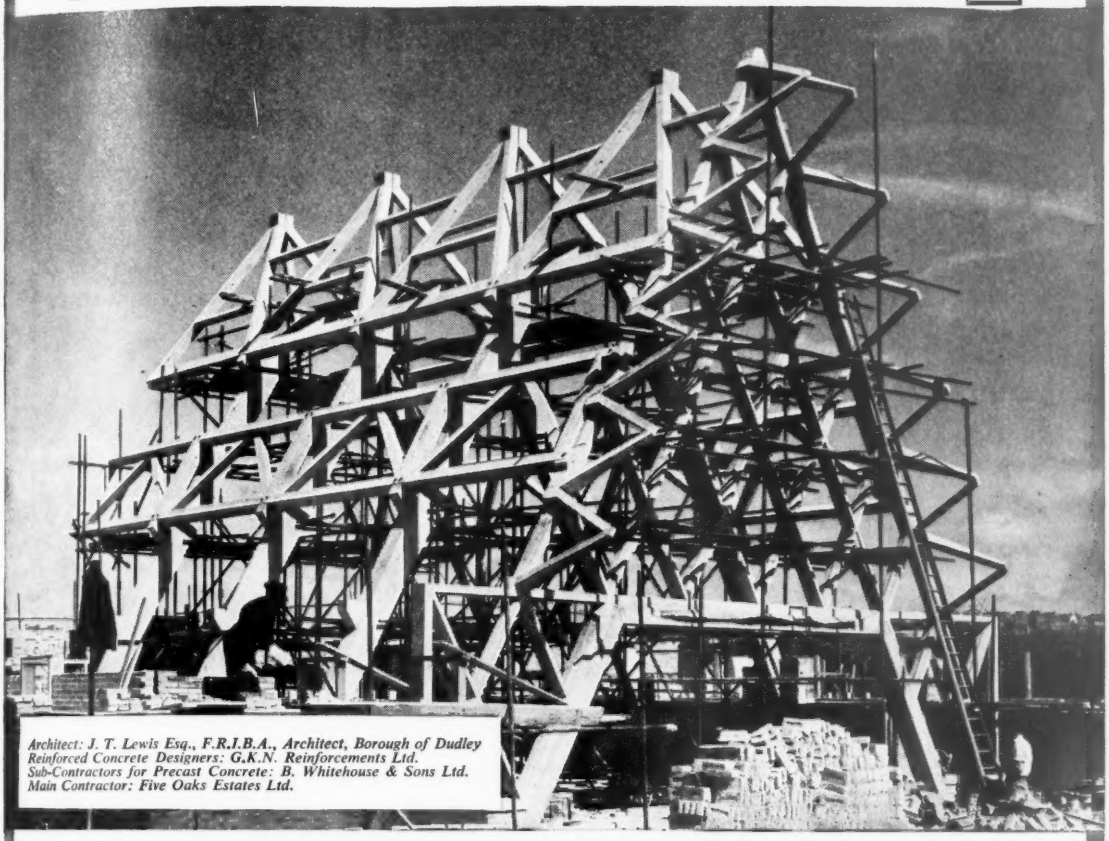

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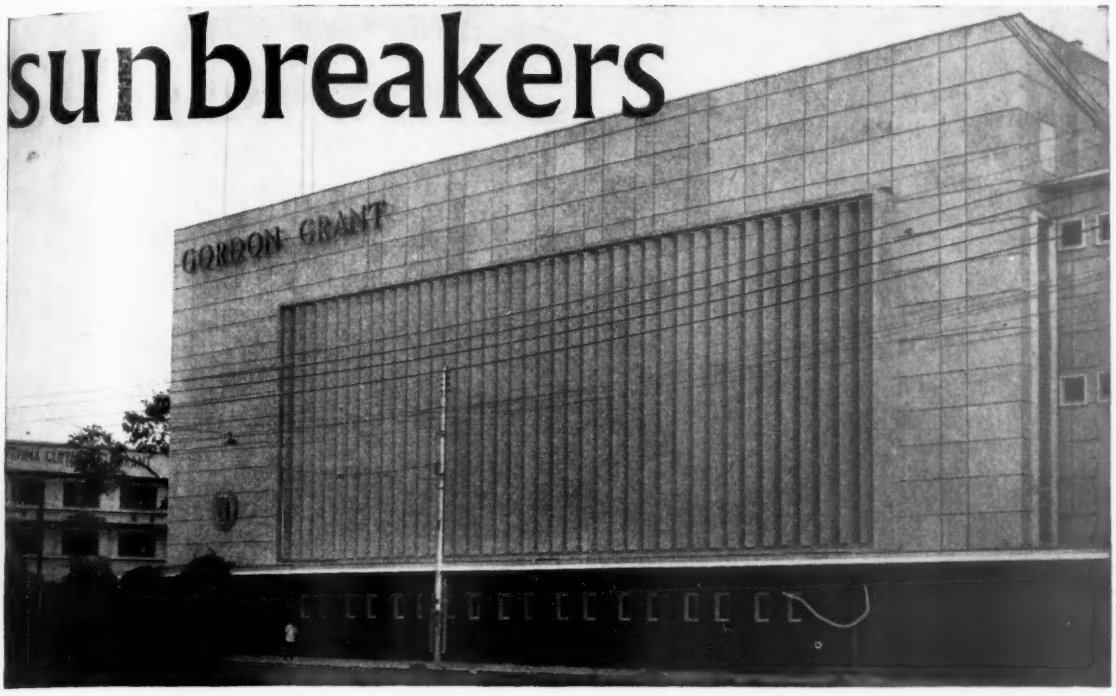

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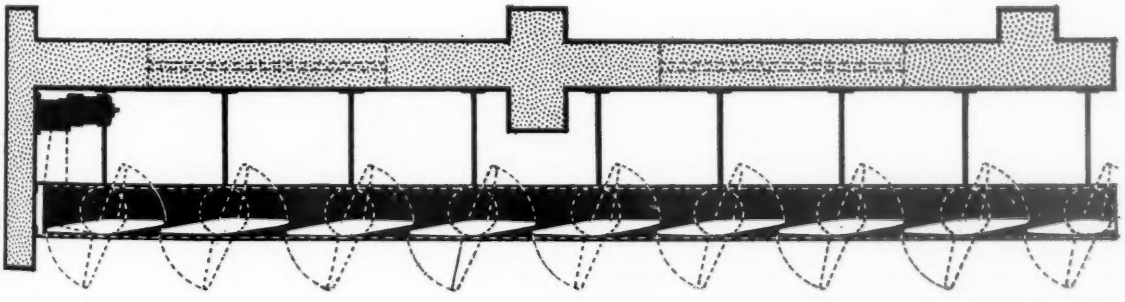

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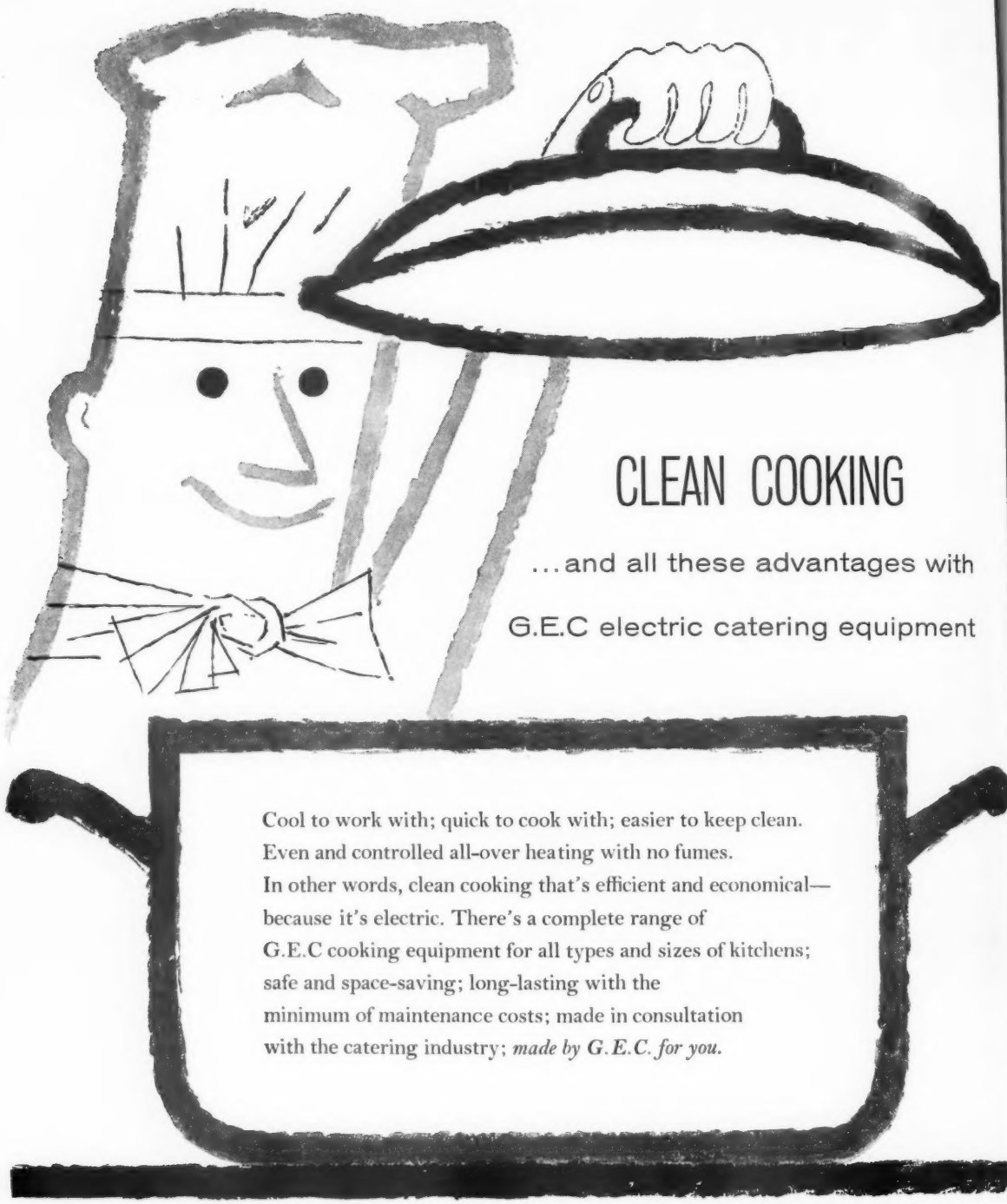

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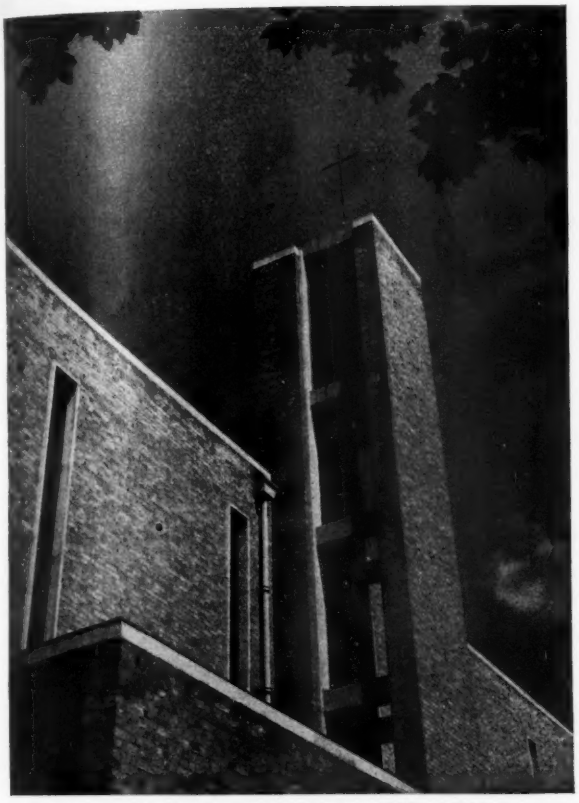

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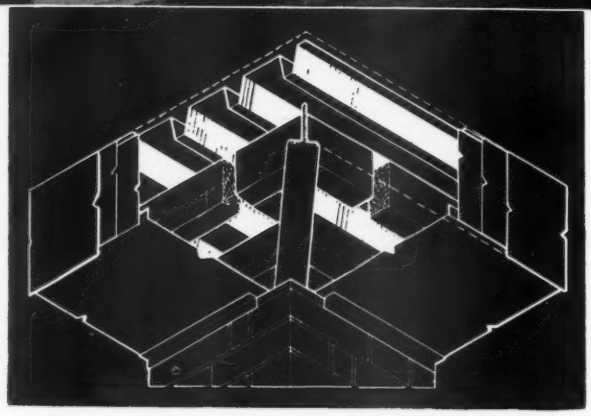

* This was achieved by the introduction of timber spacers below the oversailing roof deck units, to which the aluminium soffit was fixed, and the provision of an aluminium angle to bridge the gap between decking and soffit at the oversail line to waterproof the detail and to provide backing for the aluminium fascia.

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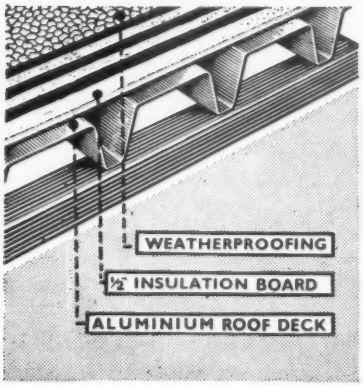

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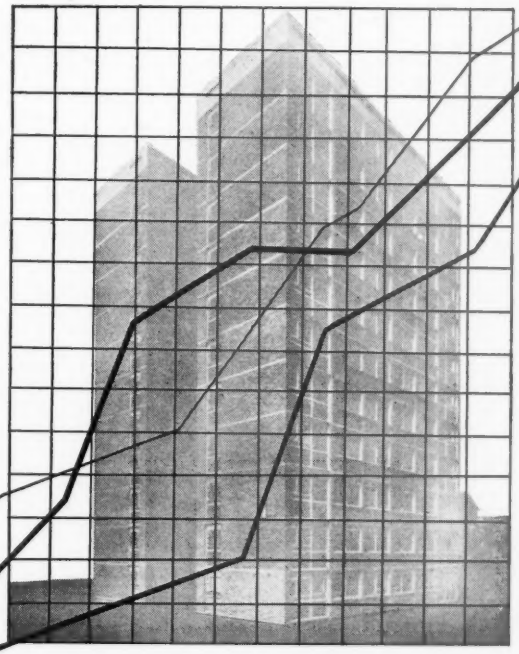

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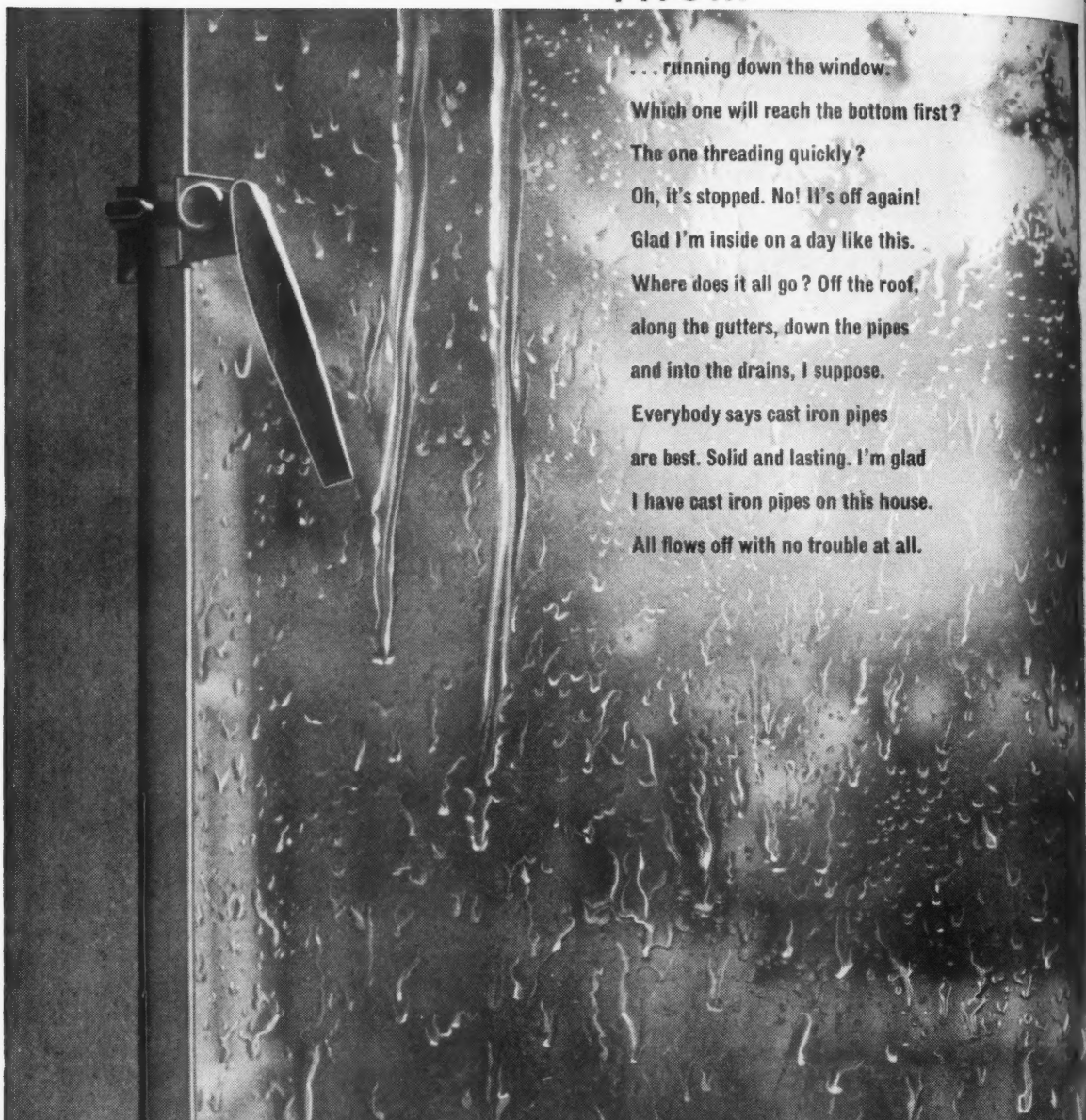
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The one threading quickly?
Oh, it's stopped. No! It's off again!
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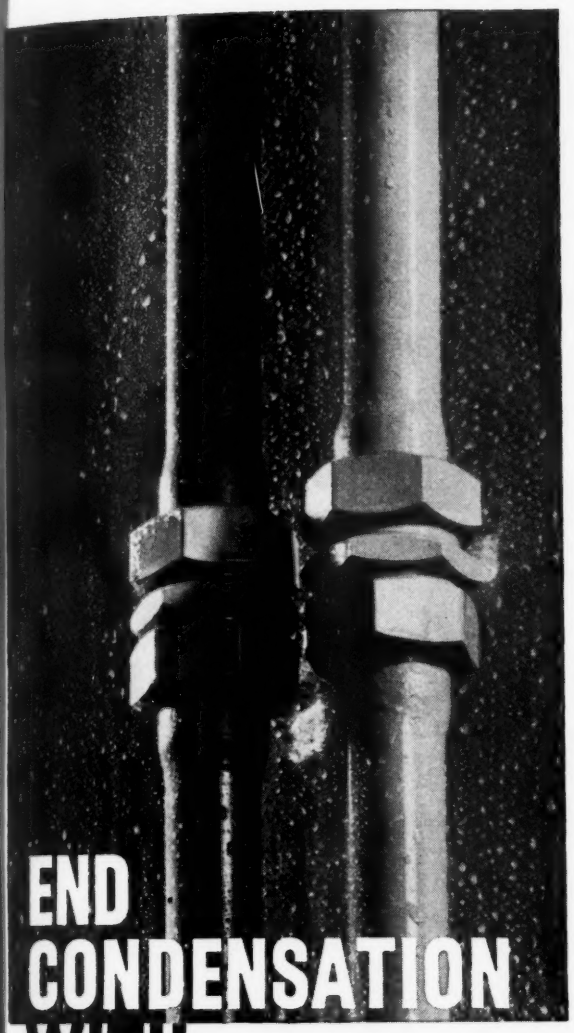

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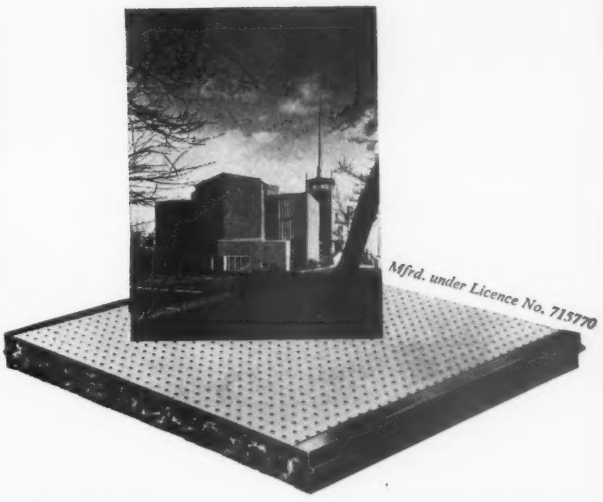

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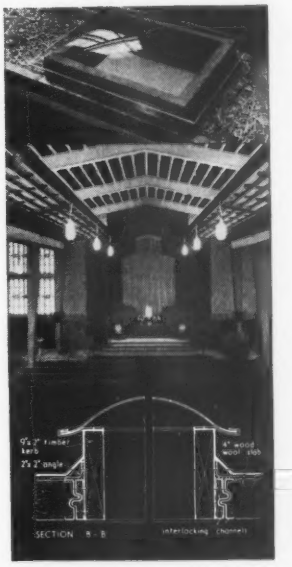

Architect: Mr. Ronald Sims, A.R.I.B.A., A.A. Dipl. Hons.

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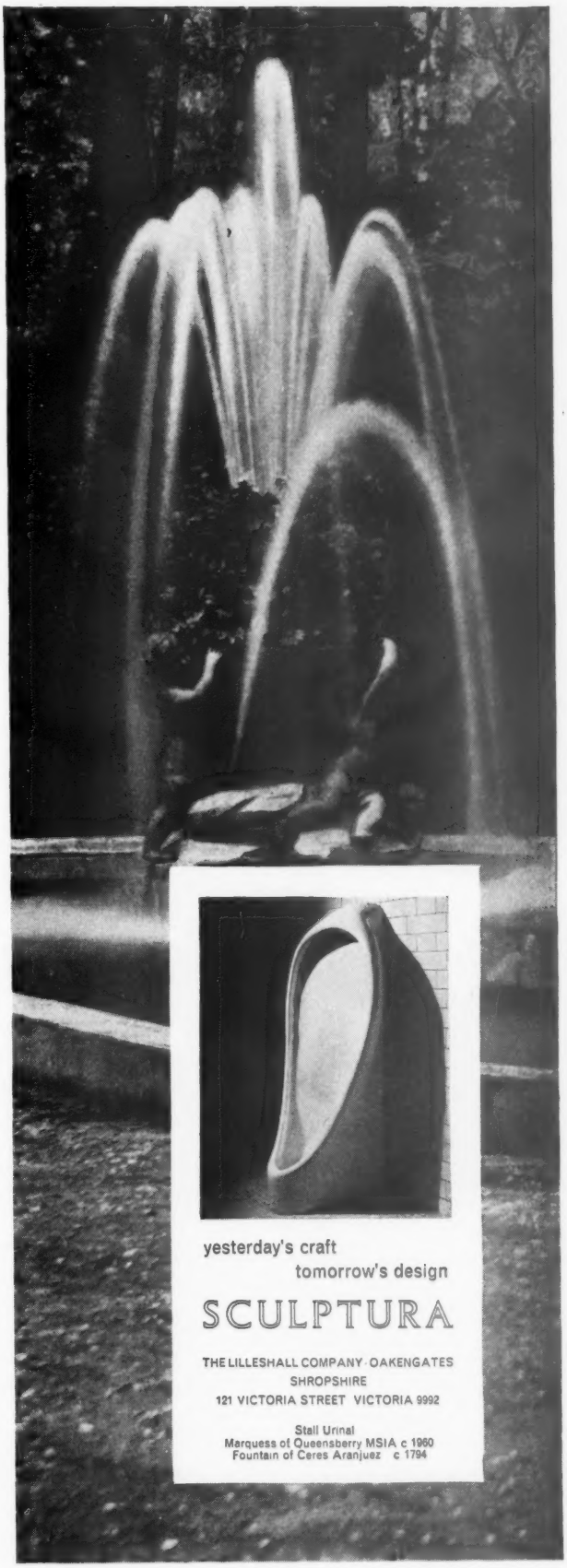

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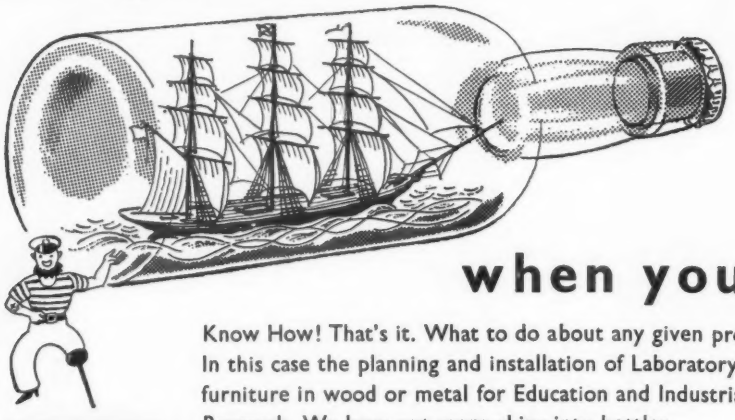

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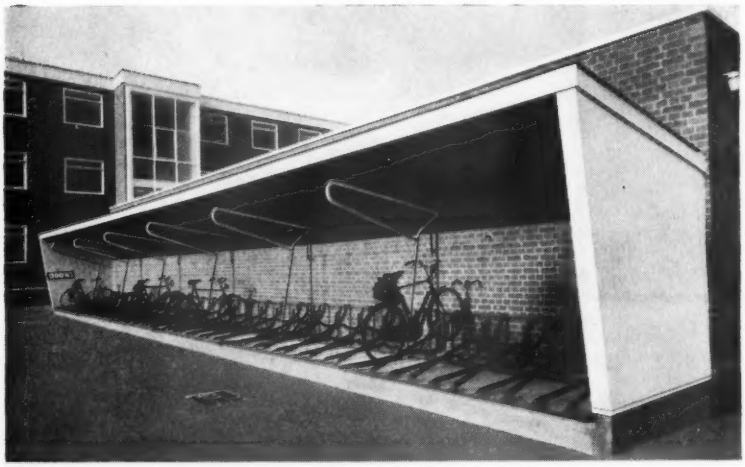

Type TS/HCI Tubular Shelter with Type 4 Odoni Patent Horizontal 'All Steel' Bicycle Stands at Stevenage Divisional Police Headquarters. (Photo by courtesy of G. C. Fardell, MBE, ARIBA, County Architect, Hertfordshire County Council.)

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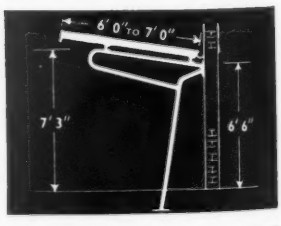

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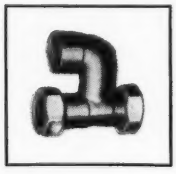

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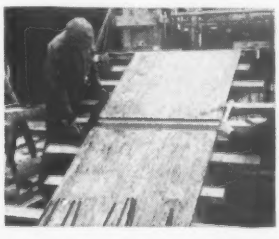

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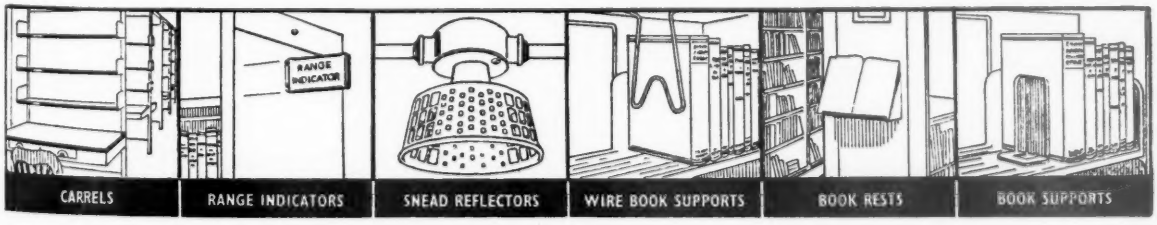

Architects: G. S. Hay, F.R.I.B.A, Chief Architect, Manchester Co-operative Wholesale Society Ltd, in association with Sir John Burnet, Tait and Partners.

Engineering Services: G. K. Medlock, A.M.I.Mech.E., Chief Engineer, Manchester Co-operative Wholesale Society Ltd.

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